

Spring 2002

Kirkwood District

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Recommended Citation

Avery, Hermína Glass; Brewer, Regina; Cavaliere, Nicholas; Cooper, Natalie; Corazzol, Laura; Goel, Gitisha; Mullin, Nicole; Murphy, Erin; Quartarone, Rachel; Sullivan, Patrick; Tankersley, Matt; and Watson, Linda, "Kirkwood District" (2002). *Heritage Preservation Projects*. 51.

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KIRKWOOD HISTORIC DISTRICT INFORMATION FORM (HDIF)

Revised March 2002

INSTRUCTIONS: Use this form for a National Register nomination for a district such as a residential neighborhood, downtown commercial area, or an entire city. If you are nominating an individual building or a small complex of buildings such as a farm or a school campus, use the Historic Property Information Form (HPIF). The information called for by this form is required for a National Register nomination and is based on the National Park Service's *National Register Bulletin: How to Complete the National Register Registration Form*. Therefore, the information must be provided to support a request for a National Register nomination.

You may use this form on your computer and insert information at the appropriate places, or you can provide the information in a new document keyed to this outline and headings and subheadings in bold. Word-processed forms are encouraged (although not required) and will expedite the preparation of your final National Register nomination. This form is available on disk, online at www.gashpo.org, or by e-mail from the Historic Preservation Division (HPD). If you use word-processing, submit the information on computer disk, indicate what word-processing program was used and the version (ex: Word 2000 or WordPerfect 9.0), and send a hard copy.

Make sure you include all requested information. This will greatly expedite the processing of your nomination and avoid HPD from having to ask for it. Information requested in this HDIF is necessary to document the district to National Register standards and will be incorporated into the final National Register form prepared by HPD's staff.

If you wish to use the official National Register nomination form instead of this form, please contact the National Register Coordinator at the Historic Preservation Division for direction; be advised that if you use the official National Register form, you must include all the information called for on this HDIF.

The HDIF consists of six sections of information required for a National Register nomination:

- Section 1. General Information**
- Section 2. Description**
- Section 3. History**
- Section 4. Significance**
- Section 5. Support Documentation and Checklist**
- Section 6. Additional Guidelines**

BE SURE TO RETURN ALL PAGES OF THE HDIF AND KEEP COPIES FOR YOURSELF (BOTH A HARD COPY AND AN ELECTRONIC VERSION).

Before submitting your application, review the checklist on page 21 to make sure you have included all the required information.

To expedite processing of the nomination, keep the formatting of your HDIF simple and submit your request on standard 8 1/2 x 11-inch sheets with oversize maps folded or rolled.

DO NOT send nomination materials in binders, plastic page covers, or spiral bound.
DO NOT mount photographs. Use an envelope or rubber band to keep photographs together.

If you have any questions about this form or the information required for a National Register nomination, please feel free to contact HPD's National Register Coordinator at 404-651-6782 or Survey and National Register Specialist at 404-651-5911.

RETURN HDIF AND SUPPORTING DOCUMENTS TO:

National Register Coordinator
Historic Preservation Division
34 Peachtree Street NW, Suite 1600
Atlanta, GA 30303
Phone: (404) 651-6782

SECTION 1

GENERAL INFORMATION

1. Historic Name of District: Kirkwood 1899-Present
2. Location of District: Memorial Drive to the south. Second Avenue to the east. McLendon Avenue to the north (Currently part of Lake Claire neighborhood). Montgomery Street to the West. The CSX Railroad line runs west to east along DeKalb Avenue and College Avenue.

City: Atlanta

County: DeKalb

Zip Code: 30317

Distance from County Seat: 1.5 Miles SW from Decatur, 5miles SE of Atlanta.

3. Acreage of district to be nominated: approximately 898.
4. a. Total number of Historic/Contributing Resources in district: 1928
b. Total number of Noncontributing Resources in district: 566
5. Are the majority of buildings in the district less than 50 years old? No.
6. Property Ownership: No Federal Agency Buildings.
Letter of Support: Yes. Kirkwood Neighbors Organization.
Property Owner Support: Yes.
Involvement in nomination process:
Regional Development Center: No
County government: No
City Government: City of Atlanta, Urban Design Commission
Local historical society or preservation organization: Atlanta Preservation Center
Neighborhood, homeowners', or civic association: Kirkwood Neighbors Organization, Lake Claire Neighborhood Association
Business Association: Yes.

7. Sponsor of Nomination: Kirkwood Neighbors Organization
Name of local sponsor: Kirkwood Neighbors Organization
Organization or agency: Atlanta Urban Design Commission
Mailing Address: Kirkwood Neighbors Organization
P.O.B. 170304
Atlanta, GA 30317
(404) 378-1350
Email: joe@rutledge-alcock.com

8. Form prepared by:
Name: Hermina Glass Avery, Regina Brewer, Nicholas Cavaliere, Natalie Cooper, Laura Corazzol, Gitisha Goel, Nicole Mullen, Erin Murphy, Rachel Quartarone, Patrick Sullivan, Matt Tankersley, Linda Watson

Graduate Program-Heritage Preservation
Case Studies Class
Georgia State University, Department of History
P.O.B. 4117

Date: May 2007.

Relationship: Academic Research

9. Reasons for Nominating the district:

Recognition: The inclusion of Kirkwood on the National Register of Historic Places will help promote appreciation and awareness of its significant historic resources. The proposed district is remarkably intact and is very worthy of nomination.

Grant Assistance: No

Tax Incentives: Not at this time.

Protection: Section 106 of the National Historic Preservation Act will help ensure that the neighborhood of Kirkwood will be taken into account when potential Federal undertakings are proposed in the vicinity. Additionally, listing on the National Register is often a prelude to local designation which will provide a higher level of protection.

Preservation Plan: The Kirkwood Neighbors Organization plans to pursue designation as a local historic district once Kirkwood is listed in the National Register of Historic Places. The Atlanta Urban Design Commission has been involved in the nomination process and will continue to assist Kirkwood with future preservation planning efforts.

Minority Resource: Kirkwood has played an important role in the African American community in both education and social history. School integration, white flight, and gentrification are all part of Kirkwood's cultural history.

Other Public Interest: No

SECTION 2

DESCRIPTION

A. Number of Contributing and Noncontributing Resources:

Provide the number of each type of contributing resource in the district. Contributing resources are generally over 50 years old (or within the period of significance for a district that is less than 50 years old) and retain their historic physical features.

Buildings (house, barn, store, office, school, etc.): 1923

Structures (windmill, bridge, ship, corncrib, power plant, etc.): 1 (the railroad)

Sites (prehistoric or historic: battlefield, ruin, cemetery, archaeological sites, landscape features, etc.):
1 Cemetery, 2 Parks

Objects (sculpture, monument, statue, fountain, etc.): Gates to Bessy Branham Park

NOTE: Report the total number of contributing resources in Section 1, number 4.

Provide the number of each type of noncontributing resource. Noncontributing resources are either less than 50 years old (or outside the period of significance for a district that is less than 50 years old) OR are over 50 years old but have lost their historic physical features due to additions, alterations, deterioration, etc. to the extent that they are unrecognizable as historic.

Buildings (house, barn, store, office, school, etc.): 565

Structures (windmill, bridge, ship, corncrib, power plant, etc.): 0

Sites (prehistoric or historic: battlefield, ruin, cemetery, archaeological sites, landscape features, etc.):
1 - Coan Park

Objects (sculpture, monument, statue, fountain, etc.): 0

NOTE: Report the total number of noncontributing resources in Section 1, number 5.

B. Description

Provide a written description of the district to be nominated. The description should be straightforward and factual. It should be based on a thorough examination of the district, including, if necessary, a property-by-property survey. Most, if not all, of the following points should be addressed. **For each point, describe as thoroughly as possible.** The description should provide a written “photograph” of the district. Cross-reference the written description with the photographs and the district map. Professional terminology is not required but may be used.

1. **Summary description**—overall character, appearance, and historical development of the entire nominated district:

2. **Natural terrain**, natural landmarks, geographic features in and around the district:

DESCRIPTION (CONTINUED)

3. **Distinct parts, areas, or sections of the district** (ex. commercial, residential, industrial, African-American, agricultural, etc.):
4. **Pattern of land subdivision**, including street layout, lot layout, alignment of major highways, field systems, etc.; and relationship of this pattern of land subdivision to the natural terrain and to the physical development of the district:
5. **Arrangement or placement of buildings and structures on lots within the district**; relationship of buildings and structures to one another and to their surroundings; density of development:
6. **Architectural characteristics of the district**, including: periods, styles, and types of buildings and structures; design qualities, scale and proportion, construction materials and techniques, and workmanship. This section of the description should address the architectural character and appearance of the district as a whole or by identifiable areas of the district (question 3 above), as appropriate. Describe specific examples to illustrate certain points or represent a class of similar properties for each area of the district. Specific examples should include addresses and be cross-referenced to photographs:
7. **Detailed description of all community landmark buildings** (government buildings, community buildings, churches, schools, etc.) within the district. Include dates of construction; an architectural description with building type, style, distinctive features; and architect or builder (if known); and use (historic and current). HINT: Look for cornerstones or plaques:
8. **Landscape characteristics of the district**, including streetscapes; front, side, and rear yards; parks and squares; recreation grounds; fields, wooded areas, hedgerows, etc.; and the relationship of these landscape characteristics to the natural terrain and the pattern of land subdivision:
9. **Physical features of historic transportation routes**—highways, streets, rail lines, street railways, etc.:
10. **Archaeological potential, if known or reliably inferred** (primarily sites of previously existing buildings or structures, landscape features, activities, or undeveloped areas with little or no ground disturbance). Discuss any formal archaeological investigations performed in the area:
11. **Exceptions to the general rule and/or historic anomalies**:
12. **A description of representative noncontributing properties within the district.** Noncontributing properties are properties less than 50 years old, are outside the period of significance for a district that is less than 50 years old, modern intrusions, and historic properties which have lost their historic integrity (so altered that they cannot be recognized as a historic properties today). Provide a list of noncontributing resources by address. Also, provide a general description of the various types of noncontributing properties within the

district and the reason why they are considered noncontributing or in the case of a few noncontributing properties identify by location and describe each one. Noncontributing

DESCRIPTION (CONTINUED)

properties need to be marked on the district map (see pages 18-19 for instructions). Be sure to include photographs of representative noncontributing properties:

13. Boundary Description

13a. Briefly describe and justify the proposed boundaries of the district being nominated:

13b. Explain the choice of boundaries according to one or more of the following rationales. **Explain all that apply:**

- Intact historic boundaries of the district from principal historic period;
- Concentration of significant historic resources (the boundaries reflect the contiguous historic resources);
- Political or current legal boundaries
- Natural topographic features (ridges, valleys, rivers, creeks, and forests);
- Visual barriers or a change in historic character or land use (new construction, highways, or development of a different character); and/or
- Other; explain:

13c. If applicable, discuss alternative boundaries or uncertain boundaries and identify areas where assistance in defining boundaries is needed:

13d. Describe how the area outside the district boundaries is generally different than the area within the district and include representative photographs:

Make sure the boundary description coincides with the boundaries marked on the map(s).

Description:

1. Summary description

The streets, houses, and stores of Kirkwood reflect significant points in the history of the community and the city at large. Though not obvious along the shady, tree-lined streets, the neighborhood was born from a rural landscape dotted with pastures and farm houses. The shift from this pastoral setting began with completion of the railroad. Settlement was focused on this artery through the Civil War and through Reconstruction. Stores and larger homes were constructed along the tracks that brought economic growth and prosperity.

As Atlanta grew into a city, streetcars opened up new territories on the peripheries of Atlanta as places of refuge for the dirty and hectic pace of the urban life. During this period, tree and granite lined streets formed links between stately Queen Anne houses and more modest Gabled Wing cottages with the board streetcar avenues of Boulevard Drive (currently Hosea L. Williams Drive). The rail corridor continued to serve the local economy with the construction of the rail yards by Pratt Engineering at the turn-of-the-century.

Real estate speculation ensured the rapid growth of Kirkwood along the streetcar lines. The first decades of the twentieth century brought a housing boom with the construction of scores of Craftsman style bungalows, American Foursquare houses, and English cottages. Economic prosperity continued along the rail corridor as the Pullman Company expanded existing Pratt facilities.

After experiencing little growth during the Depression and throughout World War II, Kirkwood saw a resurgence of growth in the years after the war. A new housing boom began. Federally subsidized housing saw the development of whole blocks of American Small houses. These blocks reflected the importance of the automobile, featuring open lawns and wide streets without sidewalks. Many of the small single-family houses came complete with their own detached garage. Most of the parcels in Kirkwood saw construction during the post war period.

Housing reached its full capacity in the 1950s with remaining lots filled with a new type of house, the ranch. These early ranches were modest, but would later were expanded to take the form known today. Construction slowed further into the 1960s when racial strife and “white flight” caused an extensive demographic and economic shift in Kirkwood. This period of change is reflected by a period of disinvestment in the community that the current residents have fought hard to amend.

2. Natural Terrain

The natural terrain of the district includes a combination of rolling hills and flat land, typical of the Piedmont region of the southeast. A steep ditch and stream run along the east side of Rocky Ford Road, behind the houses.

3. Distinct Parts of the District

Three major factors have contributed to the pattern of development within the Kirkwood Historic District. First, the Georgia Railroad (now CSX) Railroad runs through the northern portion of the district, along DeKalb Avenue, which was once the primary stagecoach road from Atlanta to Decatur. The curvilinear shape of the railroad’s path impacts the street pattern and also largely divides the neighborhood into two sections. (Attachment #1) The area south of the railroad constitutes most of Kirkwood, and the smaller area north of the railroad tracks is known as North Kirkwood or as part of

the Lake Claire neighborhood. The railroad also impacted the development of the neighborhood by encouraging industrial development in the district, along the railroad tracks. The Atlanta Ice & Coal Company and the Pratt-Pullman Yards were two major industrial companies that operated in Kirkwood because the area provided access to a major railroad line and to a large workforce. The commercial core of the district is located along Boulevard Drive, near the intersection of Oakview Road, which historically carried a trolley line.

4. Pattern of Land Subdivision

The development pattern of Kirkwood is typical for streetcar suburbs in the southeast. Kirkwood had two streetcar lines, with suburban development occurring around these corridors. The South Decatur line of the Metropolitan Street Railroad Company opened in 1891 and ran along Woodbine Avenue and Oakview Road. The grassy medians and gently curving layout of these roads are a result of their role as streetcar lines. The other streetcar route, built in 1893, followed the Georgia Railroad and DeKalb Avenue to Decatur. This North Decatur line had three stops in Kirkwood, including the Hayes/Pullman Station near Rogers Street and the Pratt-Pullman Yard, the Kirkwood Station near the intersection of Howard Street and DeKalb Avenue, and the Sisson Station, north of Sisson and Leland Terrace.

Finally, the pattern of development within the district also reflects that the area is the product of numerous small-scale developers, and inconsistencies in the lot size pattern exist in the district. Although the vast majority of lots are 50' x 100', there are several areas where the lot sizes and shapes are irregular, in order to conform to curvilinear streets, such as Oakview Road (Photograph #8) and Woodbine Avenue. Other irregular lots demonstrate the subdivision of pre-existing parcels. Similarly, houses have differing setbacks from street to street, and the roads have widely varying widths. Several prominent real estate developers participated in the suburbanization of Kirkwood, such as George Adair, who was subdividing parcels in the area in 1907. (Attachment # 2,3)

5. Arrangement or placement of buildings and structures on lots within the district

The development pattern of the Kirkwood Historic District is reflected in the distinct parts of the district that are evident. The primary commercial node of the district is located at the intersection of Hosea Williams Drive (formerly Boulevard Drive) and Oakview Road, which corresponds with the location of streetcar lines and major roads. Governmental and social buildings are also located in this area, such as the Kirkwood Fire Station and the Zone 6 Precinct of the Atlanta Police Department (formerly the Masonic Lodge). Industrial areas were located near the railroad line, such as the Atlanta Ice and Coal Company at 1925 Locust Street and the Pratt-Pullman Yards at 225 Rogers Street (Photograph #78). Both of these industrial compounds are still extant. Many of the oldest houses within the district are located between these core areas.

Houses built during the major period of development, during the 1920s, radiate out from this core area on a grid plan, except where pre-existing curvilinear streets or land parcels created irregular subdivisions. Although the Kirkwood Historic District is divided by the Georgia (CSX) Railroad, the northern portion of this district also follows this development pattern.

The vast majority of the district was developed during the early 20th century, but some distinct areas show evidence that they remained undeveloped during this initial building boom. Areas such as Watson Circle, in the southeastern section of the district, and Alder Court, in the southwestern section, consist almost entirely of American Small Houses, indicating that the areas did not develop until after World War II. The placement of post-war houses in the district indicates that Kirkwood continued to grow outward from its core area, gradually connecting to other nearby districts, such as Edgewood and

East Lake. After this early post-war construction, Kirkwood experienced little new construction since most of the neighborhood was already developed.

6. Architectural Characteristics of the District

The neighborhood of Kirkwood has a diverse housing stock representative of the numerous periods of growth that have occurred during its period of significance. Extant buildings remain from Kirkwood's early period before and during the city's incorporation at the turn of the twentieth century.

These earliest buildings consist of residential house types like the I-house, the Queen-Anne house and cottage, the New South cottage, the Gabled Wing cottage and central hall cottage. Extant Retail and Office commercial buildings from this period also ran adjacent to the railroad. (Attachment #4) Architectural styles include high style Queen Anne houses and Folk Victorian detailing. The period of expansion prior to and after Kirkwood's annexation into the City of Atlanta is marked by the construction of Pyramidal cottages, English cottages, American Foursquare houses, and numerous bungalows. Commercial development from the 1920s and 1930s is represented by Retail and Office and Single Retail space constructed adjacent to the street car line which ran down present-day Hosea L. Williams Drive. Architectural styles were often tied closely to building types with English Vernacular Revival and the Craftsman style.

Residential growth shifted from the streetcar line out to Kirkwood's former city limits in the years leading up to and after World War II. Many of these houses resulted from government assisted housing projects. The American Small House type was constructed in mass during this period. Whole streets were developed simultaneously as building components became standardized, and housing construction methods mirrored an industrial assembly line. Higher density residential properties also were constructed during this period and took the form of two-story apartment buildings grouped tightly on a parcel.

The 1950s and 1960s saw the introduction of the ranch house as a new form of housing formed of standardized, mass-produced parts. Architectural style was minimized on a majority of the buildings constructed from this period, but English Vernacular Revival elements persisted on numerous American Small houses as did the colonial revival form known as a Cape Cod.

Kirkwood is comprised of numerous building types and styles that span a large geographic and temporal space. Some alterations are reflective of the constant habitation of the older structures, but a majority of the extant architectural styles and building types contribute to the significance of the district. By identifying the patterns of the most prevalent types and styles of the buildings currently extant within the neighborhood, Kirkwood's historic pattern of growth is revealed.

The representatives of the earliest extant buildings, dating to the late nineteenth century, can be found in the blocks between Warren Street and Norwood Avenue adjacent to the railroad that separates North and South Kirkwood. Early house types include the I-house and Queen Anne type. The I-house is one room deep and features two-stories with two rooms each. Roofs can be hipped or gabled. I-houses are wood-framed structures typically clad in clapboard siding. Windows are symmetrically placed across the front façade and often feature multi-light patterns on a double-hung, or single-hung in earlier examples, sash. An example of this house type can be found at on the north end of Howard Street that dates to the 1870s (Photograph #61). Also prevalent during this period is the Queen Anne house(or cottage in the single story variety) which is comprised of a square, central mass building with gabled projections on the front and side of the house. Homes of the Queen Anne type are asymmetrical in arrangement, and no central hallway is present. Roofs are generally hipped or

pyramidal, and chimneys are generally placed within the roofline. Wooden siding and jig-saw detailing is common for this house type. Foundations started as brick piers, but over time the voids have been filled in with other masonry materials, as is the case in Kirkwood. Queen Anne houses in the neighborhood feature wood detailing and while some still feature wood siding, others have been clad in newer synthetic siding. One-story and two-story examples can also be found on Howard Street at 128 and 229, respectively (Photographs #67 and #69). Both houses date to the 1890s.

The New South Cottage is very similar in appearance to a one-story Queen Anne. However, there are some key differences between the two. The two types share the central, square massing and roof types, but the New South Cottage plan stresses symmetry. The projecting bays of the New South type usually extend toward the front and back, with pairs of rooms arranged around a central hallway. This house type's name derives from the turn-of-the-century period prosperity the Southern States experienced between the 1890s and 1920s. This house type features wooden building materials and foundations elements similar to those employed in the Queen Anne. A c1930 New South Cottage can be found in Kirkwood at 259 Murray Hill Drive (Photograph #66).

While not as prevalent, the Gabled Wing Cottage is an extant house type found the oldest portions of Kirkwood. Gabled Wing Cottages were one of the most prevalent one-story framed house types of the late-19th century. The footprint can vary between a T-shape and an L-shape, and the gabled roof is most frequently employed. The façade consists of a gable front with a wing, set back from the gabled portion, extending parallel with the façade. The front door of a Gabled Wing cottage is usually located on this recessed wing. Historically, this type of house was inhabited by both families of modest means and families with greater income. It reached its greatest popularity in Georgia between 1875 and 1915. Common building materials include wooden clapboard siding and foundation piers and chimneys comprised of brick. A Gabled Wing Cottage dating to the late nineteenth century is located at 204 Howard Street (Photograph #60)

Commercial buildings from the turn of the twentieth century can be found adjacent to the railroad. The building at 260 Howard Street (Photograph #57) and the associated ice house on Locust Street represent some of the earliest commercial buildings. The Cassels Building is a Retail and Office commercial building type, and this type is one of the common types for the period between the 1880s and 1930s. It is characterized by a combination of retail space on the street level and rental office space above. They are typically two to four stories high with flat or sloped roofs, and are built either as single units standing alone or as multiple units with party walls.

Prevalent architectural styles from this early period in Kirkwood's history included the Queen Anne and Folk Victorian. The Queen Ann style is often characterized by spindlework on porch post and in friezes, brackets, and lace-like brackets. Surface textures vary by employing half timbering or shingles in gables and round towers. The house at 111 Howard Street (Photograph #68) still retains many of these elements. Folk Victorian detailing is usually more understated than Queen Anne styles. Stylistic elements are usually found on the porch and along the cornice. These include turned wooded porch supports and can include jigsaw trim and brackets under the eaves. The Gabled Wing cottage at 204 Howard Street (Photograph #60) features these types of detailing.

Kirkwood saw a period of major growth after incorporation in 1922. Residential growth in the decades of the 1920s and 1930s is reflected in the architecture found on the blocks around Bessie Branham Park, between Rogers and Woodbine Avenue, and in North Kirkwood in the parcels on Southerland Terrace and Gordon Avenue.

The American Four-Square house is a two-story house type that was popular across the country in the early 20th century. In Georgia, this house type is most often found in urban areas. The room

arrangement consists of four rooms, square in plan, stacked into two stories. One of the front rooms serves as the stairhall to the second floor. Roofs are typically pyramidal. The American Four-Square house was popular within a narrow time period in Georgia, between 1915 and 1930. Houses of this type can be found along Gordon Avenue (Photograph #59).

English cottages are single story frame dwellings associated with one building style, English Vernacular Revival. These houses are generally defined by cross-gable massing and often feature the chimney as an element of the front façade. The English Cottage is often clad in brick and features a tight square or rectangular footprint. Porches are prevalent and often are recessed in the façade. Gables frequently feature a steep pitch. This house type was prevalent in Georgia between around the 1930s and 1940s. Examples of this house type can be found on Sisson Avenue (Photograph #58).

The Bungalow is by far one of the most prevalent house types in Kirkwood, and the craftsman style is most closely associated with this building type. The bungalow offers irregular floor plans and a general rectangular footprint. Roofs are low and feature wide overhangs, and subtypes of bungalow are defined by the roof's orientation. Porches are an essential element to the type, usually placed in the front. Bungalows were popular as early as 1900, but most Kirkwood examples date to the 1920s and 1930s (Photograph #46).

Most bungalows employ the craftsman style, which is defined by a low-pitched, wide gabled roof that extends from the structure. Occasionally, the roof is hipped, but it is far more common for roof rafters to be exposed and decorative brackets or false beam ends to be added under the gable. Porches can be full or partial and are supported by square, battered columns. Frequently, the columns or pedestals extend from the ground up, providing no break at the porch level. Often porches, foundations and chimneys make use of naturalistic surfaces like regionally-native stone. Craftsman style homes in Kirkwood commonly feature brick foundations, while some have granite foundations and porch supports. Windows of the Craftsman style typically have a multi-pane upper sash over single-paned lower sash and frequently gabled dormers. Dormer gables are also decorated with brackets or false beams and can be accented with stickwork and bargeboards. Walls can be clad in clapboard siding, brick, or wooden shingles. A majority of Kirkwood's craftsman style houses do not feature numerous embellishments, while brackets under gables and exposed beams are common. The bungalow at 309 Gordon Avenue features beams, brackets, and wooden shingles (Photograph #104).

Examples of commercial growth during this period comes in the form of two-story Retail and Office types and smaller single and multiple retail building types centered around the streetcar lines that ran through north and central Kirkwood. The multiple retail variety features two or more identical retail units built together for rental income. One story high with flat or sloping roofs and identical facades and storefronts, usually 3-bay, multiple retail buildings were built mostly in the 1910s through the 1950s in small towns or urban settings. Two-story, framed brick examples of this commercial type can be found along DeKalb and College Avenue (Photograph #51 and 52).

The next period of growth defined by the existing buildings within Kirkwood was the product of a culmination of industrialization, population growth, and government housing initiatives associated with post-World War II era. Whole streets in the southwestern corner and along the eastern edge of Kirkwood were developed with houses comprised of mass-produced, standardized building materials. Examples like Alder Court, Sisson Avenue, and Wisteria Way were populated with compact American Small Houses. This period of homogenous construction gave way to streets of modest ranch houses in the 1950s, like those found on Woodbine Court and on Sisson Avenue (Photograph #73).

The American Small House has its roots in the federal housing efforts initiated in the early 1930s. Standards set by laws like the National Housing Act of 1934 produced a housing type identified as the

American Small House. While research into this house type is currently growing, there are definitive elements of this type. The American Small House is a one-story, detached single family, framed house type. The footprint is compact and nearly square generally with a side gabled roofline. These houses feature little detailing and are tightly massed. Front gables and other accents like stone facing can be found around central entrances in the front façade. Windows are typically double hung sash of standard sizes and feature common multi-light patterns. Generally the floor plan consists of a small, sometimes non-existent central hall space, surrounded by a constellation of rooms. . This type of house usually features two rooms centered in the front under the main mass of the roof and can have three to five rooms total. However, the floor plan is not fixed. The American Small House type is expandable by design with the standardized nature of building materials and high attics spaces. Elements like side porches and dormers could be original to the house's construction or added later as the family grows. It is common for extant American Small Houses to feature air conditioning units in one or more windows, because this type of house was generally constructed without central climate control systems.

Alder Court, c1947, serves as an exemplary street for the development of American Small House type (Photograph #1). When taken as a whole, the houses along Alder Court share common building materials in the foundations and on exterior surfaces. While building materials can vary, a majority of houses on Alder feature foundations of granite block with cable joints and walls clad in Masonite or asbestos siding. This consistency of construction materials reflects a distinct pattern of real estate speculation that occurred in Kirkwood in the post-war period. Whole streets were developed at once, and each house was constructed with like materials, often in different configurations. This pattern of construction of the American Small House type can be found on smaller scales in Kirkwood. American Small Houses can also be constructed in clusters of two or three to fill in lots on an otherwise developed street.

American Small Houses generally do not feature significant stylistic details because of the cost restriction dictated by government sponsored financing. However, sloped gables typical of the English Vernacular Revival style can be found on some American Small Houses as well as shutters and detailing around central doors commonly associated with Colonial Revival style. The Colonial Revival style on these types of house is referred to as "Cape Cod" (Photograph #43 and 42).

The Ranch house became popular in the 1950s and 1960s in Kirkwood. A majority of Ranch houses served as infill in Kirkwood because most parcels had already been developed by the 1950s. However, some streets in the neighborhood, like Woodbine Court, were developed primarily with early Ranch houses dating to the 1950s.

These modest Ranch houses are often rectangular in plan and feature a hipped roof. These houses are long, one-story framed houses comprised of lumber of standard dimensions. Some ranches from this period are oriented with a narrow gabled side toward the road and the long edge of the house running perpendicular with the street (Photograph #70). However, most modest Ranches were oriented on the long axis parallel with the street featuring a carport and/or garage at one end and bedrooms organized around a hallway on the opposite end. These Ranches are mostly comprised of brick veneer walls and often feature a three-part picture window in the front façade (Photograph #73). Later Ranch houses were more expansive than the models of the 1950s. These Ranches often possessed a partial front porch oriented in the center of the façade and generally offered more interior square footage than earlier Ranches. Carports or garages were generally attached and could be found to the side, but when the topography of a parcel could allow, the garage was tucked under the one end of the house (Photograph #72 and 71).

7. Community Landmark Buildings

Several important community landmark buildings exist in Kirkwood.

Kirkwood Elementary School (Photograph #77/Attachment #5) - The Kirkwood Elementary School is located at 138 Kirkwood Road. Originally designed by local architect John Francis Downing in 1906, the wood construction was veneered with brick in 1921. The Kirkwood Elementary School was converted to loft apartments in 1997 and listed on the National Register in 2002.

Kirkwood Fire Station (Photograph #18) - The Kirkwood Fire Station, which is Station #18 of the Atlanta Fire Department, is located at 2007 Oakview Road. The building was constructed in 1947, and the single-engine building remains unaltered. The wood-frame construction has a brick veneer and Craftsman-style detailing.

Eastwood Station Post Office (Photograph #21) - The Eastwood Station Post Office, located at 1926 Hosea Williams Drive, was constructed in 1963. The International Style building is wood-framed with a veneer of beige roman bricks, composed of a mixture of concrete and stone aggregate. The building has large, fixed aluminum-framed windows. A flat-roofed shelter without support wraps around the building.

The Zone 6 Precinct of the Atlanta Police Department (Photograph #19) - The Zone 6 Precinct is located at 2025 Hosea Williams Drive. The building was constructed by 1924 and is currently leased to the Atlanta Police Department by the Israel Missionary Baptist Church. Originally constructed as a Masonic lodge, this building has been significantly altered; however, the imposing granite façade remains a distinctive feature of the neighborhood. A Butler-style metal roof has been added to the building, diminishing its parapetted façade.

The Kirkwood Branch Library - The Kirkwood Branch Library is located at 109 Kirkwood Road, near historic Bessie Branham Park. Constructed in 1925, the building has recently been converted into a single-family residence. The wood-framed building has a brick veneer and retains its Colonial Revival stylistic details.

The Pentecostal Church of God (Photograph #81) - The brick, Greek Revival church is located at 102-106 Howard Street. The flat-roofed, rectangular building has a wide cornice with dentils and an imposing temple-front gable. The building was constructed in 1925 for the Kirkwood Baptist Church.

Turner Monumental AME Church (Photograph #80) - This granite, Greek Revival church building in the Wren style is located at 60 Howard Street. The building was constructed between 1930 and 1950, and the church replaced earlier houses that had been located on the site. The current congregation purchased the building in 1966.

Ingram Temple Church of God in Christ (Photograph #82) - Located at 1953 Hosea Williams Drive, this small church building was constructed before 1924. The wood-framed building has a brick veneer on the front façade and asbestos siding on the other elevations. The simple building has a small steeple with flared eaves. The building was previously used by St. Timothy's Chapel.

Israel Missionary Baptist Church (Photograph #24) - The church is located on a prominent, large parcel at 2045 Hosea Williams Drive. The current congregation moved into the church building in 1979, but the building was most likely constructed between 1930 and 1950. The church replaced earlier houses that had been located on the site. The church has a large sanctuary in the Wren style and complex of teaching and administrative buildings. The wood-framed building is covered with a brick

vener and has stone quoins and columns. A series of large, arched windows with stained glass run down the side elevations of the sanctuary.

The Pratt-Pullman Yards - (Photograph #78, 79) The Pullman Yards are located on a 27 acre compound at 225 Rogers Street. The industrial complex was originally constructed in 1906 for the Pratt Engineering and Machineworks. Pratt built two four-story Machine Shop and Foundry barns of brick, as well as wood-framed offices and brick and steel frame buildings with vertical clerestory skylights. Pratt operated the yards until 1926, when the Pullman Company bought the buildings for use as its southeastern repair shop. (Attachment #6) Pullman constructed additional buildings, including the saw-tooth brick and concrete buildings for railcar repair. The Pullman Company left in 1955, and the Southern Iron and Equipment Company began operating out of the yards in 1965. The company constructed pre-engineered metal buildings on the property, largely blocking the view of the historic buildings. The parcel is currently owned by the Georgia Building Authority, who leases out portions of the property for storage. (Attachment #7,8)

Fleming General Store (Photograph #89) - The Fleming General Store is located along the railroad tracks at 254 Howard Street. The store, which provided necessities such as ice, groceries, clothing and horse feed to the local community was constructed by 1924. The two-story brick commercial building with Italianate stylistic ornamentation has been rehabilitated, but the storefront is currently vacant. The building has a series of low, brick buildings stretching behind it, and most of these spaces are currently occupied.

Atlanta Ice & Coal Building - The Atlanta Ice & Coal Building is located at 1925 Locust Street, adjacent to the railroad tracks. The low brick building was constructed before 1924, using a six-course American bond and a flat roof. Although the elevation facing the railroad tracks is boarded up, the rear elevation has been rehabilitated and appears to be used for residential purposes.

8. Landscaping and Parks

The landscape of Kirkwood reflects streetcar suburban development of the neighborhood. Most properties have small, grassy front yards with mature trees for shade and other informal plantings. Retaining walls are used on some properties, but the topography does not require their frequent use. Most retaining walls are constructed of concrete, but some brick or stone walls also exist. The streetscape varies in different parts of the neighborhood. Most streets have sidewalks, and the historic hexagonal pavers are often still evident. However, some sections of the neighborhood, especially those further from the core area, do not have sidewalks. Most streets also have the granite curbing that is prevalent in early twentieth century Atlanta suburbs. Between Oakview Road and Hosea Williams Drive, several streets are curbed with a succession of small granite pieces, rather than long sections.

Howard Street has a notable collection of large water oaks, maples, and red oaks along the roadway, and wide Hosea Williams Drive also has a collection of mature hardwoods. Oakview Road (Photograph #8) and Woodbine Avenue are both divided by a grassy median with small street trees, which reflects their historic use by a streetcar line. Although many of the streets in the neighborhood are wide, these roads tend to run north/south through the district, while the cross streets are often far narrower (with the exception of Hosea Williams Drive). This street pattern probably reflects the importance of accessing the streetcars, located at the northern and southern sections of the neighborhood.

The major park within the neighborhood is Bessie Branham Park (Photograph #15-17). The park retains its historic use as a public recreational space, although much of the landscape has been covered with modern recreational facilities, such as a gymnasium, a playground, tennis courts, and basketball

courts. (Attachment #9) Historic plantings and the historic stone gate remain, and the park remains a focal point within the neighborhood, as well as a gathering place. Bessie Branham Park contributes to the historic character of the district.

Gilliam Park is a small greenspace located on the north side of Wade Avenue. As the South Decatur trolley line, which ran along Woodbine Avenue and Oakview Road, turned towards the south at Wade Avenue, a slow bend was required to accommodate the trolley cars. Gilliam Park is located within the extra land required for this bend in the line. The park contains large, historic trees and contributes to the historic character of the district.

The Clay Family Cemetery (Photograph #76) was established in the second half of nineteenth century, possibly earlier since it is associated with one of the first families to settle in the Kirkwood area. The site is located on the parcel just north of 30 Clifton Street between Wade Avenue and Hosea L. Williams Drive. The site is located within a lot that measures 184 x 113 feet and is on the western side of Clifton Street. The site features mature hardwoods with moderate understory and overgrown plant varieties (English Ivy, Yucca, etc.) often associated with historic cemeteries.

An inventory of visible grave markers, conducted in November of 2005, documented a total of 31 accessible tombstones. An addition to visible markers, there is potential for an additional four to eight graves that are either unmarked or are marked with an undressed fieldstone. The names cataloged in the 2005 survey are in the following table. Documentation from the 1930s and 1940s found in Franklin M. Garrett's Atlanta Necrology also lists graves for Jesse and Green Clay in the cemetery. The cemetery could potentially possess 45 to 60 graves total.

Name	Birth	Death
Jennie Hammond Clay	1/10/1862	4/20/1920
John W. Clay	5/4/1861	9/20/1928
Nannie Lou Clay (Howard)	1/19/1896	9/23/1921
Ernest Howard	Obscure	Obscure
Florine Clay	11/24/1878	3/16/1879
Alex Clay	10/9/1884	7/23/1886
Arthur Clay	Obscure	10/9/1883
Talmadge Clay	Obscure	7/4/1899
Little Powell Wesley Clay	7/11/1891	6/26/1892
John F. Hammond	3/28/1854	2/21/1915
Sallie T. Hammond	9/26/1873	2/8/1925
Ruth Hammond	5/15/1901	8/16/1916
Sadie Hammond	7/6/1897	12/25/1900
Matilda Hammond	Obscure	Obscure
Tom Hammond	?/?/1873	?/?/1894
Ester Hammond	Obscure	Obscure
Margaret Hammond (Dunn)	2/27/1854	8/8/1921
Jesse L. Dunn	?/?/1851	12/20/1901
Gertie Dunn	6/8/1878	1/3/1899
John Wesley Dunn	8/8/1883	2/11/1912
Ruth (Dunn)	Obscure	Obscure

Name	Birth	Death
J.T. Orr	?/?/1887	?/?/1915
Carl Thomas Orr	2/24/1906	4/11/1928
(Obscured) Marston	10/12/1904	7/27/1907
Lila Lee Marston	9/24/1904	5/29/1905
Florarinda Parker	5/2/1849	10/9/1909
Thomas Parker	4/30/1845	3/27/1921
Maggie Belle (Felton)	9/5/1887	1/24/1915
J.A. Felton	Unknown	Unknown
Claudia Elise Wood	8/8/1891	1/3/1915
Earnest Howard Wood	1/1/1915	1/1/1915

The Clay family cemetery is not individually eligible for the National Register, but it is a contributing resource of the Kirkwood Historic District.

At the close of the Civil War, the Clay family possessed an expansive dairy farm which encompassed much of what would become the southwestern quadrant of Kirkwood. The Clay family, specifically Green Clay, was noteworthy real estate speculator during Kirkwood's expansion in the first decades of the twentieth century. The Clay Family cemetery represents the last extant property associated with the family and the only remaining property associated with individuals instrumental in the naissance of Kirkwood as a modern streetcar suburb.

9. Physical features of historic transportation routes

The Kirkwood Historic District contains the physical features of various historic transportation routes. The Georgia Railroad (now CSX) cuts through the district, separating the neighborhood into a northern and southern section. The railroad corridor also contains a major street, DeKalb Avenue, which has historically been the primary transportation route between Atlanta and Decatur. Moreover, the corridor also contained an important trolley line after 1893.

Woodbine Avenue, Boulevard Drive (now Hosea Williams Drive), and Oakview Road gently curve through the heart of the district, and the South Decatur trolley line of the Metropolitan Street Railroad Company followed this route after its construction in 1891. Physical evidence of this trolley route is extant on the streets, which have greenspaces where the trolley tracks were located. Woodbine Avenue and Oakview Road both have medians and separated elevations that reflect their historic use by the trolley line.

The primary street which runs east/west and serves as the commercial nexus of the district is Hosea Williams Drive. Most other streets within the district run north/south, reflecting that most traffic was running between the two trolley lines and commercial or industrial nodes located along Hosea Williams Drive or the Georgia Railroad/DeKalb Avenue corridor. Short, narrow cross-streets provide east/west access through the neighborhood.

10. Archeology Potential

The urban landscape by definition is one that has endured continuous occupation by numerous populations over an extended period of time. Because of this uninterrupted cycle of use, the neighborhood of Kirkwood, in general, does not possess a high potential for intact archaeological

deposits. In areas of higher potential, no archaeological sites have been identified. However, archaeological potential does remain in at least one of the contributing properties within the district.

Only one archaeological investigation has been carried out within Kirkwood. An archaeological impact study was conducted between February of 1976 and February 1977 within the east and west lines of the Metropolitan Atlanta Rapid Transit Authority. The survey was executed by the Georgia State University's Department of Anthropology, Laboratory of Archaeology. The survey covered an 11-mile corridor from Sams Street in Decatur to Anderson Avenue in West Atlanta. The corridor varied in width from 60 to 200-feet wide. The portion of the survey area within Kirkwood was situated on the northern edge of the Georgia-Southern rail corridor. Though 13 sites were found during the study, no archaeological sites were identified in the portion of the survey corridor located within Kirkwood (Bowen and Carnes 1977).

The need for reliable natural resources is nothing new to human groups. Typically prehistoric populations seek land near reliable sources of water. The 1930 map of the City of Atlanta and its vicinities reveal that, prior to extensive residential development, Kirkwood possessed a number of spring fed creeks and significant drainages adjacent to the Pullman yards and east of Rocky Ford Road. Potential for prehistoric sites would have been highest in proximity to these areas, but given the extent of development that has occurred the existence of intact prehistoric deposits is unlikely.

Historic rural landscapes are significant cultural resources in the State of Georgia. The significance of these resources is expressed in the Georgia Department of Natural Resources, Historic Preservation Division's publication *Tilling the Earth: Georgia's Historic Agricultural Heritage* (Messick et al. 2001). As defined by this historic context, significant agricultural resources possess a concert of architectural and landscape elements that represent a period of history. The earliest residents of Kirkwood in the historic period likely lived in such a landscape as illustrated by the map sketched by Union forces during the Atlanta campaign of the Civil War (Attachment 12). The map depicts few roads and fewer residences adjacent to the railroad which served as a supply line to Atlanta. This pastoral environment was quick to change during the reconstruction period. Turn-of-the-century development altered any potential archaeological resources relating to this early period in the history of Kirkwood's landscape.

The Civil War itself has left an indelible mark on North Georgia and Atlanta, specifically. Most of the military combat within Kirkwood would have likely took the form of cavalry skirmishes between Confederate forces and the Union Army as they attempted to disrupt rail traffic along the corridor between north and south sections of Kirkwood. The nature of this kind of warfare does not leave a substantial archaeological signature. Additionally, previous archaeological investigation of this portion of Kirkwood yielded no resources from this period.

Archaeological examination of historic urban residential yards has recently been recognized as a significant source of information into the lifeways of past peoples (Stine et al. 1997). However, these investigations have centered on colonial contexts largely due to the under representation of African and Native American slave populations in the historic record. Historic documentation for Kirkwood residents in the late nineteenth and early twentieth century is robust. The potential for an intact nineteenth century residential landscape is low due to the constant change indicative of urban residential lots. Additionally, archaeological investigation of residential yards of this period would not likely meet the strict stipulations set forth under Criterion D of the National Register of Historic Places.

Pratt Engineering and Machine Company

One property within Kirkwood has the potential to possess archaeological resources significant for listing on the National Register of Historic Places. The Pratt Engineering and Machine Company occupied the northwest portion of the Kirkwood for approximately two decades before being purchased by the Pullman Company in the 1920s. The significance of the Pratt Company to Kirkwood and Atlanta as a whole is well established. Approximately, three of the structures from the Pratt Company remain extant at present. These structures have the potential to possess archaeological deposits significant to the industrial heritage of Atlanta. With a deeper understanding of the company's history and activity within the property, archaeological investigation could potentially provide significant insight into the methods and meaning of the work that occurred there. The significance of the resources could potentially define the property as eligible for the National Register on its own merits.

11. Exceptions to the general rule and/or historic anomalies

Most buildings within the Kirkwood Historic District fall within the 50 year rule, and most buildings within the district have similar architectural character. However, the Eastwood Station Post Office (Photograph #21) at 1926 Hosea Williams Drive is the only International style government building located in Kirkwood. The building, which was constructed in 1963, also falls outside of the 50 year rule and was constructed far later than most governmental buildings in Kirkwood.

The ranch houses scattered throughout Kirkwood also reflect exceptions to the general rule. Ranch houses were used to fill in empty lots or to replace previous residential structures. Although most ranch houses were constructed within the last 50 years, these residential buildings reflect the last stage in Kirkwood's physical development during its period of significance.

12. Noncontributing Structures

The Kirkwood Historic District has relatively few noncontributing properties located within the district. Only 23% of the built environment of Kirkwood does not contribute to the National Register eligibility of the district. From the end of the district's period of significance, in 1965, until the mid-1990s, very little new residential construction occurred within the district. Brick apartment buildings were constructed along Memorial Drive and in the heart of Kirkwood on Oakview Road (Photograph #122). Commercial and governmental construction was also limited in the area after its period of significance. The City of Atlanta built Toomer Elementary School in 1968 at 65 Rogers Street (Photograph #129). The DeKalb-Atlanta Human Services Center also takes up a large parcel along Hosea Williams Drive, on both sides of Warren Street.

The vast majority of the Kirkwood Historic District's commercial buildings contribute to the eligibility of the district, but some noncontributing buildings exist within the district. The commercial node at the intersection of Hosea Williams Drive and Oakview Road contains several historic commercial buildings, but the area also has a noncontributing gas station, a noncontributing car wash, as well as new noncontributing mixed-use buildings. Memorial Drive also has a collection of noncontributing buildings dating from the early 1970s, especially at the eastern side of the district, where a noncontributing carwash and noncontributing apartment buildings are located. Several strip-mall commercial developments were also added to the district to accommodate late twentieth century needs. Hosea Williams Drive, east of Howard Street, and Memorial Drive both contain the vast majority of this type of commercial development. Despite the lack of new construction, residential and commercial buildings within the District show evidence that alterations, such as additions and updated styles, were built during this period in order to accommodate changing needs.

Since the mid-1990s, residential new construction has begun to impact the Kirkwood Historic District. Along East Lake Terrace, the entire east side of the street consists of new two-story houses. Throughout the district, new infill and replacement construction generally consists of single-family housing. Although the Kirkwood Historic District contains a variety of house styles and types, contemporary Craftsman-style ornamentation is the most common style for new construction. Infill and new construction within the district also reflects the larger square footage of contemporary buildings, and the new residential buildings within Kirkwood are typically larger than their historic neighbors.

13. Boundaries:

The boundaries of the Kirkwood Historic District correspond to the historic boundaries of the City of Kirkwood, prior to its annexation by the city of Atlanta in 1922. (Attachment #10) Kirkwood is one of many streetcar suburbs that formed a ring around downtown Atlanta during the early twentieth century, and as many of the neighborhoods grew simultaneously as Kirkwood, distinct boundaries with nearby neighborhoods are difficult to discern because these areas share so many similarities. In the late twentieth century, the boundary with nearby neighborhoods has continued to blur, suggesting alternate boundaries. For example, the area of Kirkwood north of the railroad line is defined by the City of Atlanta as part of Lake Claire, but the development pattern of the neighborhood clearly demonstrates that this area originally developed as part of the Kirkwood neighborhood. Therefore, the historic boundaries of the independent City of Kirkwood that existed from 1899-1922 have been chosen, as the boundaries correspond to the distinct area known as Kirkwood during its period of significance as a streetcar suburb.

The Kirkwood Historic District is bound by Memorial Drive to the south, including properties only on the north side of the road. To the east, the boundary roughly follows Oakview Road and Winter Street north to College Avenue. The boundary then runs west along McClendon Avenue to Connecticut Avenue. Running south from Connecticut Avenue, the boundary runs west along Woodbine Avenue and Hosea Williams Drive. Then, the boundary runs south along Vinson Drive to return to Memorial Drive. For more detail, please see the Kirkwood Historic District Survey Map and Attachment #11.

SECTION 3

HISTORY

Provide a written history of the district to be nominated. The history of the district should be straightforward and factual.

The history is comprised of four separate but interrelated themes: (1) the physical development of the district, (2) the uses of the properties within the district, (3) the people associated with the district, and (4) events and activities that took place there.

For additional guidance in documenting the history of the district, refer to Section 6 “Additional Guidelines.”

A. Summary of Historical Facts (To Be Completed)

1. **Original owner(s) or developer(s) of the district**, if applicable:
2. **Subsequent developers of the district**, if applicable:
3. **In general, the original use(s) of properties in the district** (give dates):
4. **In general, the subsequent use(s) of properties in the district** (give dates):
5. **In general, current use(s) of the properties:**
6. **Architects, engineers, builders, contractors, landscape architects, gardeners, and/or other artisans and craftsmen associated with the design of the development or historic resources within the district:**

If an architect(s) or engineer(s) designed historic resources in the district, provide the location and a description of these resources.

10. **Date(s) of development and source(s) used to determine date:**
11. **Significant persons associated with the district**; summary or brief account for their significance; dates of association with the district or a property or properties within the district:
12. **Significant events or activities associated with the district**, if different from routine historical functions; summary or brief account of their significance; dates of these events or activities:

B. Name of the District

1. List all names by which the district is and has been known, and indicate the period of time known by each name (the preferred historic name should appear in Section 1, number:
Kirkwood

HISTORY (CONTINUED)

2. Explain the origin or meaning of each name (such as original owner or developer; significant persons or events associated with the district; original or subsequent uses of the district; location/address; innovative, unusual or distinctive characteristics of the district; and/or accepted professional, scientific, technical, or traditional name).

James H. Kirkpatrick (1778-1853) is traditionally considered the man for whom Kirkwood was named. A native of Ireland, Kirkpatrick settled in the area in 1827 and owned thousands of acres of property in Land Lots 111 and 112, in what are now the north Kirkwood and Lake Claire neighborhoods. At the time of his death, James Kirkpatrick's personal estate was considered one of the largest in DeKalb County.¹

NOTE: The National Register lists districts by their historic names or by location.

C. History of the District

Provide a written history of the district. The history is an account of how the district developed, how properties were used within the district, and explains the significance of the people and events associated with the district from the beginning of the district's history through the present day.

The history should be a concise, factual account of the history and development of the district, from its origins to the present time. Refer to the overall layout, buildings, structures, and landscape features of the district as appropriate.

- It should include important persons associated with the district, including how they are important to the district's development or history.
- It should document important events and activities associated with the district.
- It should document the acquisition of land, the construction of buildings and other structures, the development of landscaping, and any major changes to the district over time, with specific attention to extant buildings, structures, and landscape features.
- It should include biographical information for architects, engineers, builders, contractors, landscape architects, gardeners, and/or other artisans and craftsmen (if known). The biographical information should include birth and death dates, where practiced and when, name of firm or business, examples of other designs, etc.

Historical information should be presented chronologically and organized by major historical periods or eras associated with the district. Emphasis should be placed on the periods of time when the district achieved its historic significance and from which extant buildings and structures date. Specific dates should be provided whenever possible. Refer to people by their full names and provide at least basic biographical information (e.g., birth and death dates, spouses, occupations).

Be sure to discuss the history of the district during the mid-20th century as this time period is now historic.

¹ Franklin Garrett, *Atlanta and Its Environs*, vol. I (Athens: University of Georgia Press, 1969), p. 65.

When mentioning buildings, structures, and landscape or other physical features, be sure to indicate whether or not they still exist in the district and, if not, what happened to them.

Footnotes or endnotes are not required although they may be used. However, it is recommended that you indicate in some way (for example, a parenthetical expression or an explanation right in the text) the sources of information you used to obtain specific critical information about the district's history. For example, if the construction date of houses in the district are not known precisely, indicate the sources of information or the reasoning that you have used to arrive at an approximate date.

HISTORY (CONTINUED)

Conversely, if the date of construction of a building is well documented, in a building permit or family records, then indicate that as well.

Be sure to indicate "up front" which aspects of the district's history are well documented, which are legends, traditions, or myths, and which are your interpretations. If some aspect of the district's history cannot be documented, indicate this as well.

BE SURE TO READ SECTION 6, ADDITIONAL GUIDELINES, AND "WRITING THE HISTORY OF YOUR COMMUNITY" BY KENNETH H. THOMAS, JR. (enclosed or available from HPD) FOR SUGGESTIONS OF THE TYPE OF INFORMATION TO INCLUDE IN THE HISTORY.

C. History of the District

Land Lottery and Early Settlement

Prior to the arrival of white settlers, the area of present day Kirkwood was primarily occupied tribes of the Creek Nation, a loose collection of Muscogee speaking Native Americans who were descendants of southeastern Mississippian (900 A.D. – 1550) culture. Due to pressure imposed upon them by the state of Georgia, the Creek Nation ceded a large tract of land, which included present day DeKalb County, to the United States Government through the Treaty of Indian Springs on January 8, 1821. The land was subsequently surveyed and distributed by lottery under the Georgia Land Lottery Act of 1821, which passed on June 9, 1821 (Act 716 of the Georgia General Assembly).² Each land lot was 202 ½ acres in size and the winning drawer could claim the property by paying a \$19.00 fee. The five lot numbers comprising the modern Kirkwood neighborhood boundaries were awarded to the following recipients³:

Grantee	County of Residence	Military District	Land District	Lot Number	Date of Grant
Baldwin, Anderson	Jones	Gresham's	15	206	17 Sep 1822
Allen, Lucretia (widow)	Habersham	Townsend's	15	205	24 Nov 1823
Britton, Henry L.	Clarke	Garlington's	15	207	04 Nov 1823
Bailey, Caty (widow)	Jasper	Darden's	15	211	1 Oct 1822
Regdon, Stephen	Twiggs	Thomas'	15	212	23 Nov 1824

In 1823, the state legislature created DeKalb County from parts of Henry, Gwinnett and Fayette counties and designated the town of Decatur as the county seat (newly formed DeKalb County also included all of present day Fulton County, until that county was created in 1853). One of the first duties of the new DeKalb government was the establishment of a road network throughout the county. In July of 1823, the DeKalb Inferior Court provided for the creation of what is currently known as Decatur Street/DeKalb Avenue, which cuts through the northern edge of the Kirkwood neighborhood. This wagon and stagecoach route connected Decatur to Whitehall Road and the trading posts located along the Sandtown Trail (an old Indian path, now Cascade Road) and Chattahoochee River in southwest Fulton County.⁴

With the creation of DeKalb County, the present area of the Kirkwood neighborhood was grouped as part of the Decatur Militia District #531. Although Georgia Militia Districts (G.M.D.) originally had their basis in military mobilization, they were also used to delineate voting districts and census boundaries, school districts and tax districts in the counties. Kirkwood would not receive its own militia district designation until 1900, when it became G.M.D. # 1586.

Two of the most prominent landholders in early Kirkwood were the Kirkpatrick and Clay families. James H. Kirkpatrick (1778-1853) is traditionally considered the man for whom Kirkwood was named. A native of Ireland, Kirkpatrick settled in the area in 1827 and owned thousands of acres of property in Land Lots 111 and 112, in what are now the north Kirkwood and Lake Claire neighborhoods. His plantation estate was located just to the north of Georgia Railroad line near the vicinity of East Lake

² Robert S. Jr and Ted O. Brooke Davis, *Georgia Research: A Handbook for Genealogists, Historians, Archivists, Lawyers, Librarians, and Other Reseachers* (Atlanta: Georgia Genealogical Society, 2001), p. 74.

³ DeKalb History Center, "Online Index of the 1821 Georgia Land Lottery for DeKalb County," http://www.DeKalbhistory.org/04_archives/LandLottery/index.asp (accessed 3/21/2007).

⁴ Franklin Garrett, *Henry, Fayette - Then DeKalb: Organization of DeKalb County*, vol. X, No. 40, *The Atlanta Historical Bulletin* (Atlanta Historical Society, 1965), p. 72.

Road. At the time of his death, James Kirkpatrick's personal estate was considered one of the largest in DeKalb County.⁵

Jesse Clay (1786-1872), a native of Virginia, operated dairy farms on over 850 acres in Land Lots 206 and 207, in the southwest corner of the Kirkwood neighborhood. The Clay farmstead was located near present day Clay Street. In addition to farming, Jesse Clay, his sons and his brother Green Clay also speculated in land development throughout the nineteenth and early twentieth centuries.⁶ Aside from Gilliam Park, which was once a part of their property, the only vestige of the Clay family in Kirkwood today is the small, late nineteenth century family cemetery located on the west side of Clifton Street, between Wade Street and Hosea L. Williams Drive.

Establishment of the Georgia Railroad and the Civil War

On December 21, 1833, the Georgia Railroad Company was awarded a state legislative charter, which called for an interior transit corridor, either a Rail or Turnpike Road, to be established from the town of Augusta west to the railroad terminus of Marthasville.⁷ By 1843, the survey was completed for the Georgia Railroad between Covington and Marthasville (now Atlanta) under the supervision of Lemuel P. Grant. The arrival of the railroad through the northern edge of Kirkwood, near what is now the Lake Claire neighborhood, came on the afternoon September 14, 1845 when the track was completed between Decatur and the fledgling railroad town of Atlanta a few miles to the west. That evening, the train engine 'Kentucky' rolled out of Decatur at 8 PM with a delivery of cast iron and arrived in Atlanta a few minutes before 9 PM.⁸

Despite the growth of nearby Atlanta, it appears that the railroad had very little economic or social impact on Kirkwood prior to the Civil War. During the summer of 1864 however, Kirkwood was the setting for peripheral conflicts associated with the Battle of Atlanta as Federal forces pressed towards the city. Having torn up the rail lines from Covington to Stone Mountain, Union General James B. McPherson set out from Decatur on July 20th with orders from General William T. Sherman to destroy the track of the Georgia Railroad east of Atlanta.⁹ Over the next two days, McPherson's work crews and wagon train was harried at the rear and left flanks by the Confederate cavalry forces under the command of Joseph Wheeler.¹⁰ As fighting intensified on July 22nd, McPherson ordered General Thomas Sweeny's 16th A.C. division to solidify the Federal line to the east. Sweeny moved his troops from north of the Georgia Railroad southeast through Kirkwood along Clay Road (now Clay Street) before encountering Confederate General Joseph Hardee's forces near the present intersection of Clay Street and Memorial Drive.¹¹ Union Army field maps from this time period identifying Confederate positions near Decatur and the surrounding locale also clearly denote early road patterns of Kirkwood and the locations of the Kirkpatrick, Clay, Howard and Pearl farms (Attachment #12, 23).¹²

Late Nineteenth Century Development

⁵ Franklin Garrett, *Atlanta and Its Environs*, vol. I (Athens: University of Georgia Press, 1969), p. 65.

⁶ *Spring Fling Clay Cemetery Write-Up* (Kirkwood Neighborhood Organization).

⁷ Franklin Garrett, *Atlanta and Its Environs*, p. 122.

⁸ *Ibid*, p. 218.

⁹ "Order from Gen. Sherman to Gen. McPherson directing Gen. Dodge's 16th Corps, U.S. Army, to destroy the railroad between Atlanta and Decatur, Georgia," 07/22/1864 at <http://www.sos.state.ga.us/archives/vault/images/dcarson13.jpg> (accessed 3/17/07).

¹⁰ Albert Castel, *Decision in the West* (Lawrence: University Press of Kansas, 1992), pp. 386-387.

¹¹ Carroll Proctor Scruggs, *Georgia Historical Markers*, (Helen, Georgia: Bay Tree Grove Publishers, 1976), p. 169.

¹² "Map of the battle of Atlanta, Georgia, July 22, 1864." Library of Congress Geography and Map Division, Washington D.C. Call Number G3924.D4S5 1864 .M3 Vault:Sher 41.

In 1871, Kirkwood was described as an area of “beautiful suburban villas”¹³ with winding carriage rides in the countryside¹⁴ and it soon became the preferred location of the country estates for some of the “Redeemer” political leaders in Georgia and Atlanta during Reconstruction. These were politicians who fought against civil rights reforms for African American Freemen and sought to restore white southern home rule. Chief among them was General John B. Gordon (1832-1904). Gordon was considered a Confederate hero and served as both Governor and U.S. Senator for the state of Georgia. In addition, he was also the de facto head of the Ku Klux Klan in the state during 1870s and 1880s. Gordon and his wife lived in a Greek Revival mansion, known as Sutherland, in North Kirkwood on 200 acres of property given to him by the Kirkpatrick family.¹⁵ (Attachment # 13, 14) The place names of the roads Sutherland Terrace, Sutherland Place and Gordon Avenue near DeKalb Avenue are now all that remains of the estate. After Gordon’s death, the property fell into ruins and the mansion was torn down in the early twentieth century. The Horizons School, in the Lake Claire neighborhood, currently occupies the site.

Other prominent local politicians, who moved to Kirkwood during this time, include Thomas Coke (T.C.) Howard (1817-1893) (Attachment #15) and Captain Vardy P. Sisson (1838-1908). T.C. Howard was a co-editor of the *Atlanta Daily Intelligencer* and the fifth postmaster of Atlanta, serving from 1856-58 and 1861-1865. He was also the Executive Secretary to Gordon and former Georgia Governor and Senator, Alfred H. Colquitt (1824-1894), who lived in the adjacent Edgewood community. Thomas Howard’s son, William Schley Howard (1875-1953) was a U.S. Congressman representing the Decatur and Kirkwood district from 1909-1917.¹⁶ (Attachment #16)

Vardy Sisson served as a state legislator, an Atlanta city alderman, fought for the Confederacy in Virginia and, like T.C. Howard, was a war correspondent and editor for the *Atlanta Daily Intelligencer*.¹⁷ Sisson owned a large amount of property on the eastern edge of Kirkwood at the present intersection of Leland Terrace and Wisteria Way, which at one time encompassed the areas along Winter Avenue, Martha Avenue, Mellich Avenue and Sisson Avenue, the street that bears his family name. The two-story brick veneer, Neo-Classical Revival style house, known as Wisteria Hall (c.1947) is located at 2249 Wisteria Way on the site of the old Sisson house. It was built by Vardy Sisson’s son Gustave B. Sisson, after the original family house was destroyed by fire.¹⁸

Over the next few decades following the war, Kirkwood retained its rural character. Occupational information taken from census records in 1870 and 1880 indicate that farming and agriculturally related enterprise remained the most prominent source of revenue for the area’s residents. Aside from the Clay family, most of the small farmsteads such as the Robersons, Howards, Dunwoodys and Greens were generally located on deep lots along Howard Street in North Kirkwood just south of the railroad tracks. Many of these farmers were able to take advantage of the shipping convenience afforded by the Georgia Railroad and their proximity to the growing Atlanta markets.¹⁹ Extant houses from this period of development in Kirkwood include the Folk Victorian Style, Plantation Plain house type at 247 Howard Avenue (Green-Hess House, c.1870) (Photograph #61) and the Queen Anne Style and house type located at 172 Howard Avenue (c.1875) (Photograph #88).

Streetcars, Suburbanization and Incorporation

¹³ John Stainback Wilson, *Atlanta as It Is* (New York: Little, Rennie & Co, 1871), p.15.

¹⁴ E.Y. Clarke, *Atlanta Illustrated* (Atlanta: James P. Harrison and Co., Publishers, 1881), p. 195.

¹⁵ *Living Histories, Community Pride: Edgewood, Kirkwood, East Atlanta, East Lake, East Lake Meadows* (Atlanta: Arts in the Atlanta Project Publication, 1993), p. 18.

¹⁶ Caroline McKinney Clarke, *The Story of Decatur 1823-1899* (Decatur: n.p, 1973), p.206-207.

¹⁷ "Captain Sisson Passes Away," *DeKalb New Era*, Decatur, GA, 22 Jan. 1908.

¹⁸ Need to verify source

¹⁹ *Georgia, Historical and Industrial* (Atlanta: Department of Agriculture, 1901).

In 1891, the first electric streetcar line reached Kirkwood. Known as the South Decatur Line, it was operated by the Metropolitan Street Railroad Company and connected Atlanta to Decatur with a branch also servicing the East Lake community. Heading east, the South Decatur Line traveled through Kirkwood making multiple stops along Woodbine Avenue, before snaking south on Wade Avenue, crossing over Boulevard Drive and continuing on to either Oakhurst and Decatur via Oakview Road or East Lake on Cottage Grove Road.

The North Decatur Line, operated by Joel Hurt's Atlanta City Street Railway Company, was opened in 1893. Also connecting Atlanta and Decatur, it ran adjacent to the Georgia Railroad along DeKalb Avenue servicing the northern end of Kirkwood. Primary stops for the North Decatur Line along DeKalb Avenue were Hays station (later Pullman Station north of Rogers Street) Kirkwood station (just north of Howard and Kirkwood Streets) and Sisson station (north of Sisson Avenue and Leland Terrace). Hurt purchased the Metropolitan Street Railroad Company in 1893 and later sold his streetcar interests to the Georgia Railway and Electric Company (later Georgia Power Company) in 1901.²⁰

It was with the arrival of the streetcar lines that spurred much of the historic, late nineteenth and early twentieth century residential and commercial development that characterizes most of the Kirkwood neighborhood today. On March 31, 1891, Kirkwood received its first post office with Raleigh C. Cassels as the first postmaster.²¹

Independent Municipality (1899/1904-1910)

After the Civil War, Atlanta's growth moved to the fringes of the city limits creating the first suburban neighborhoods. Communities like Kirkwood and its many neighbors, such as Inman Park and Edgewood, represented the first attempts by Atlanta's upper class to build new, lush escapes from the dirty and crowded city.

Some of the first clusters of Kirkwood's development appeared along the railroad line that led from Atlanta to Decatur around the turn of the 19th century. Additionally, other early Kirkwood residences appeared along and in close proximity to the neighborhood's major thoroughfares: Boulevard, Clifton, Clay, Howard, Kirkwood, Norwood, Warren, Wade, and Wyman.

With the promise of clean air, water and sewers, suburbs like Kirkwood became extremely desirable to Atlanta's upper class that had grown tired of the city's ditches that served as sewers. Even after implementing a sewer system in the 1890's, it took many years for most in the city of Atlanta to acquire those amenities in their homes. Such promises and aspirations propelled Kirkwood to incorporate as a city on December 20, 1899. However, the Supreme Court of Georgia ruled the incorporation null and void on March 2, 1900, on the grounds that the city limits of Kirkwood were not clearly defined. It was not until March 5, 1904 in a special election that the people of Kirkwood finally voted for the incorporation of the city. The Superior Court of DeKalb County, Georgia gave final approval of the incorporation on April 9, 1904. (Attachment #17)

Shortly after incorporation, the city of Kirkwood had its own mayor, city council, fire department, school system and water system. It boasted an ample supply of water from three artesian wells furnished by the city water works and regulated by the local municipal government. The water supply was enough for fourteen thousand people and was promoted as being "clear, pure, and absolutely

²⁰ O.E. Carson, *The Trolley Titans* (Glendale, California: Interurban Press, 1981), pp. 11, 32, 50, 55.

²¹ Franklin Garrett, *Atlanta and Its Environs*, vol. II, p. 286.

safe.”²² Electricity was supplied by Georgia Electric and Power Company and was known as providing “reasonable rates and perfect service”.²³

Kirkwood’s first mayor, John F. Bates, was sworn in on May 13th 1904. The first city council consisted mainly of Kirkwood landholders whose names like Jefferson D. Dunwoody and J.W. Clay today have roads in their namesake as memorials to their local legacy.

By 1910, the population of Kirkwood was 1,226. It grew to 2,000 by 1913 and by 1915 there were already 3,000 people living in Kirkwood. By 1915 there were 550 total homes with 30 of them being built prior to October 1st. Real estate values also saw an increase in value during those years from 1,000,000 assessed value in 1912 to 1,600,000 in 1915.

The DeKalb New Era of 1914 profiled Kirkwood, Georgia as “One Square Mile of Progressive Enterprise, fifteen minutes from Atlanta.”²⁴ The article described Kirkwood as a self-contained community where the people planned and guided the services of their town. Home values were listed in the article as ranging from \$3,000 to \$15,000. General merchants such as Cassels and Fleming at 254/260 Howard Street, supplied groceries, meats, coal and sundries including ice from a separate ice house. The Cassels and Fleming buildings are current extant properties in present day Kirkwood (Photograph #57,89).

Another DeKalb New Era article from 1914 about Kirkwood titled “Progress and Prosperity-Causes and Effects” discussed the city’s plans for expanding Boulevard-DeKalb Avenue. This was the main thoroughfare through Kirkwood and was paved circa 1907. Local auctioneers Forrest and George Adair used the paving of the boulevard to their advantage when advertising for buyers in Kirkwood vicinity. One of their advertisements extolled the advantages of having the paved Boulevard-DeKalb Avenue connecting East Lake Road and described the drive as a “beautiful continuous drive that is sure to enhance the value of the lots.”²⁵ The expansion of Boulevard-DeKalb Avenue was vitally important, not only to the magnificent homes along the thoroughfare, but to accommodate the increasing automobile traffic to and from Atlanta.

While encouraging the growth of the neighborhood to accommodate the automobile, trolley lines were still an important aspect of the community because they offered a convenient way to move comfortably at frequent intervals to and from Kirkwood. The same DeKalb New Era article describes the rolling hills and valleys of Kirkwood with its bungalows, villas and cottages that existed along the South Kirkwood Decatur and East Lake trolley lines.

Few of Kirkwood’s oldest extant properties date back to the post-Civil War/pre-incorporation date. Most of this early residential architecture is in the Victorian style, such as the Queen Anne and Folk Victorian. House types include Queen Anne house and cottage, New South house and cottage and the Gabled Ell cottage. Most of the oldest buildings in Kirkwood date from the turn of the century. Reconstruction was in full swing as development expanded outward from the railroads.

The former Kirkwood Elementary School, located at 138 Kirkwood Road (Photograph #77) is an extant landmark structure from this period in Kirkwood’s development built in 1906 by Atlanta architect Alexander C. Bruce. The structure was originally all wood, but was later covered in brick. The 1922 classroom building was designed by architect John Francis Downing, the son of the noted

²² Circa 1914 Kirkwood-Atlanta’s Best Home Suburb (Atlanta Urban Design Commission)

²³ Mrs. Margaret Scott Hall, “Kirkwood, Georgia: Progress and Prosperity-Causes and Effects,” DeKalb New Era 1914

²⁴ S. A. Givens, “Kirkwood, Georgia: One Square Mile of Progressive Enterprise-Fifteen Minutes From Atlanta,” DeKalb New Era Circa 1914

²⁵ Forrest and George Adair, “Auction Sale of Beautiful Sutherland,” April 1907 (Atlanta History Center)

Atlanta architect W. T. Downing. Its historic significance was recognized on September 19, 2002 when it was placed on the National Register of Historic Places.

Pratt-Pullman Complex

The largest industrial development in Kirkwood was the Pratt-Pullman Complex, built in 1906. Located on 27 acres at 225 Rogers Street, on the south side of DeKalb Avenue adjacent to the Georgia Railroad, the undeveloped property was purchased by Nathaniel Palmer Pratt of N.P. Pratt Laboratory (changed in 1910 to Pratt Engineering & Machineworks, Inc.) in 1902, from George F. Hurt for the purpose of erecting a “new foundry.” Apparently the site was chosen due to its location next to a rail transportation corridor and for the proximity to the suburban housing markets in the area which could provide highly-skilled labor.²⁶ Reviews of the 1910 and 1920 census rolls for many of the nearby streets in North Kirkwood indicate that the foundry was indeed a major employer in the neighborhood.²⁷

Pratt Engineering and Machineworks, Inc. occupied the site between 1906 and 1926. The company constructed a formal complex consisting of a wood frame office and five red brick and steel frame buildings, each of which had vertical clerestory skylights in order to provide natural lighting. (Photograph #79) Most prominent were the four-story, Machine Shop and Foundry barns. (Photograph #78) During World War I, the foundry was used primarily to build munitions for the war effort.²⁸

The Pullman Company purchased the property in June 1926 for use as their Southeastern repair shop for passenger rail cars. At the time, the Pullman Company’s acquisition of the old Pratt plant was described as “a big thing for Atlanta and a big thing for the Company.” The site was used as a “fourteen stall shop,” which allowed for fourteen cars to be worked on at the same time and a turn around timeframe of one and one-half cars per day. Many of the highly skilled workers employed at the Pullman shop were transferred to Atlanta from other company locations.²⁹ During the Pullman period of ownership, two steel and reinforced concrete buildings with sawtooth skylights were added to the southeastern portion of the site in 1927. The Pullman Company continued operations at the complex until 1955.

The complex was purchased by the Southern Iron and Equipment Company ten years later in 1965. The property as used for assembling box cars and the company erected pre-engineered metal structures at the west and north edges of the complexes, which presently obstruct the view of the historically significant buildings. The current owner of the Pratt-Pullman Complex is the Georgia Building Authority, which leases out the property for storage purposes.³⁰

Growing Impact of the Middle-Class and the Streetcar (1910-1922)

Most of the older, extant properties in Kirkwood date from the turn of the century. Architectural style at this time tended toward the Victorian, such as the 1910 Queen Anne at 64 Clay Street and a 1915 Folk Victorian at 1667 Wade Avenue (Photograph #40). Yet this was the time of the “New South” in Atlanta and with the burgeoning economic growth, the architecture began to change with the times.

²⁶ Gerald Cowart and Linda Stoutenburg, “A Survey of 225 Rogers Street Architecturally, Historically and Archeologically,” Georgia Tech and Georgia State University, 1980, p. 1.

²⁷ U.S. Federal Census, 1910 and 1920.

²⁸ Donna DeAngelis-Shore, “Proposal for the Adaptive Use of the Pratt-Pullman Complex,” proposed Thesis, Georgia State University M.F.A., 2001, p. 30.

²⁹ Paul Hinde, “The Pullman Company,” *The City Builder*, 1926, p. 33, 53.

³⁰ Ibid, pp. 35-36.

The city became a commuter suburb that first relied on the railroad, and then the trolley lines until the automobile emerged in the 1920's. Kirkwood was considered a "bedroom" suburb because most of its citizens worked in Atlanta and lived in Kirkwood.

These more moderately priced modes of transportation brought the middle class out of the inner city to neighborhoods like Kirkwood. The neighborhood continued to grow on the patterns initiated by land developers such as Forrest and George Adair and The Atlanta Suburban Land Company. This neighborhood grew on a grid pattern, bisected by curvilinear streets. The Adairs developed land in north Kirkwood, which is now considered part of the Lake Claire neighborhood. They also developed land in the vicinity of Oak, Warren and Howard Streets, south of DeKalb Avenue. The Atlanta Suburban Land Company had a large development area both north and south of DeKalb Boulevard throughout Kirkwood. Land was developed adjacent to the Metropolitan railroad dummy line that ran through Kirkwood. (Attachment #2,3)

Middle class subdivisions, like Kirkwood, attempted to emulate the Olmstead suburban movement of large park-like neighborhoods with upscale amenities. In Kirkwood, this less costly version of the Olmstead neighborhood had narrow lots, straight streets, parks and open spaces within the neighborhood. The sidewalks and open spaces encouraged a close community atmosphere. In the rare instance where fencing was used, it was for ornamental rather than for privacy purposes. .

Typical development of new properties involved speculators finding purchasers for the properties, dividing the land into house lots, building the streets and providing for utilities. Auctions became a common way of dispersing the lots. Most of the houses in the neighborhood were built by the families who resided in them as opposed to realtors or speculators.

At the height of the trolley's use from the 1910s-1920s, the Craftsman style bungalow/cottage type became ubiquitous in Kirkwood. This Arts and Crafts style was popular with the middle class who had become predominant citizens of these suburban communities. No longer prevalent were the high style mansions of the early Kirkwood elite. Kirkwood became a middle class working suburb. The New South cottage, Queen Anne cottage and the Gabled Ell house types also signified this shift in class. Designs and layouts for these houses were often taken from pattern books or manuals, since most middle class citizens could not afford to hire architects. Even so, while houses were similar in style and type, they were rarely exact replicas of one another.

Today, the lifestyle created by this streetscape and house type still exists in Kirkwood, thanks to the retention of many of the neighborhood's historic residential assets. Clifton Street has several 1925 Craftsman house and bungalow examples at 20, 23, 27 and 37 Clifton Street (Photograph #5, 29). Wyman Street has a varied combination of 1925 examples of New South cottages, Craftsman bungalows and Gabled Ells at 32, 35 and 37 Wyman Street respectively just to name a few (Photograph #133-135).

Annexation and Early 20th Century Development (1922-1945)

By the second decade of the twentieth century, it appears that the rapid increase in residential development had begun to overtax Kirkwood's municipal services. Political instability, a result of which was a confusing electoral, three-way tie for town mayor in 1917, exacerbated the situation.³¹ (Attachment #18) In 1921, two contingents of Kirkwood leaders, a citizen delegation headed by R.F. Gilliam and members of the Kirkwood city council under A.I. Branham, began meeting with Atlanta government officials in order to negotiate demands for Kirkwood's annexation into greater the city

³¹ "Who Is the Mayor of Kirkwood Now? Three Claim Place," *The Atlanta Constitution*, January 2, 1917, p. 1.

limits. In exchange for annexation, the city of Atlanta assumed Kirkwood's debts and pledged to build two new schools, a fire station, a city park and repair and repaving of Boulevard, Howard and Rogers streets. Chief among residents' concerns were the expansion of services into Kirkwood, including: the construction of new grade schools, a new fire station, sewers and library, the establishment of a city park, repair and paving of Boulevard Drive (Hosea L. Williams Drive) and the enforcement of Atlanta's racial zoning restrictions that would prevent "negro encroachment" in the area.³² (Attachment #19) On August 10, 1921, Kirkwood residents voted for annexation and the community of Kirkwood was officially incorporated into the city of Atlanta on January 1, 1922, becoming its 12th ward.³³ (Attachment #20)

The suburban development of Kirkwood, which began around the turn of the century and was driven by the neighborhood's proximity to Atlanta via access to the two streetcar lines, continued throughout the decade of the 1920s. The property owned by Kate Green-Hess, located south of Hosea L. Williams Drive between Dearborn (formerly Cleveland Street) and Warren Streets, (north of Bixby Street) was platted and developed in 1924. In 1927, Mutual Home Builder's Incorporated subdivided and built a number of brick veneer and wood frame single-story, Craftsman Style bungalows on M.B. Cassels' and Leila P. Sisson's former land along present day Sisson Avenue, Winter Avenue and Leland Terrace (formerly Louisiana Avenue north of Wisteria Way) in north Kirkwood. (Photograph #132) Much of the residential construction built during this period characterizes a majority of the historic pre-war housing stock extant in Kirkwood today.

Although residential development during this period was spread throughout Kirkwood, primarily between to the North and South Decatur streetcar lines, the commercial district of the neighborhood shifted southward from the railroad tracks at Howard Street and DeKalb Avenue, to South Howard and Kirkwood Road along the Hosea L. Williams Drive corridor. In 1918, only three businesses, two grocers and a pharmacy, were located on Boulevard Drive. By 1931, that number had grown to thirteen businesses, including five grocery stores, two pharmacies, a dentist office, a post office and three gas stations.

Due to the Depression, house construction slowed considerably in Kirkwood during the 1930s. Most of these houses were English Cottage house types with English Vernacular Revival Style elements. Many public buildings were also built during this time period. In 1942, a new library was built at 106 Kirkwood Road, near the Kirkwood School (Photograph #87). The red brick colonial style building served as the neighborhood's library until 1995 when the Atlanta-Fulton Library System built a new neighborhood library about five blocks south at the corner of Kirkwood Road and Hosea Williams Drive. The original library remains extant and now serves as a private residence.

Post War Suburban Development (1945-1954)

Like many regions throughout the country following World War II, Kirkwood experienced another residential development boom in the late 1940s and 1950s. Much of this growth was associated with government programs instituted under the Federal Housing Administration (FHA), such as the 1944 Serviceman's Readjustment Act and Veteran's Mortgage Guarantee program of 1944, which allowed returning veterans to buy houses with no down payment and a thirty-year mortgage locked in at around four percent annually.³⁴ Development during this period is illustrated by the uniform proliferation of the American Small House types and Early Ranch house types such as those found near Woodbine

³² "Kirkwood Nearer to Annexation," *The Atlanta Constitution*, June 16, 1921, pg. 1.

³³ Franklin Garrett, *Atlanta and Its Environs*, vol.2 (Athens: University of Georgia Press, 1969), p. 788.

³⁴ Leigh Burns, et al, *Atlanta Housing 1945-1965* (Georgia State University-Case Studies in Historic Preservation, 2001), p.4.

Avenue in the southwest part of the neighborhood, or on the eastern edge of Kirkwood along Rocky Ford Avenue and on Sisson Avenue, Martha Avenue (Photograph #113) and Mellrich Avenue (Photograph #71) south of Wisteria Way. In addition, wide streets and a lack of sidewalks also characterize much of this post-war period of growth (Photograph #121).

Along with this second housing boom came new businesses and services geared towards the area's residents. The central business district of Kirkwood, along Boulevard Drive, grew from 13 businesses in 1931 to over 30 in 1957.³⁵ Kirkwood sported a wide variety of businesses from grocery stores and bakeries to hardware stores and auto repair shops. Many of these businesses were located in the block of buildings from 1900 to 2006 along Boulevard Drive. City directories indicate businesses operating at these addresses as early as the 1930s. The 1947 city directory lists the following businesses operating in this space:

1992 Diamond Shea Groc.
1994 Kirkwood Hardware (Attachment #21)
1996 Newman Pharmacy Inc.
1998 Kirkwood Restaurant
2000 Hulsey's Bakeshop
2002 John P. Daniel, Barber
2004 Freeman's Grocery
2006 Women's Furniture Taylor Shop

Across the street, Titshaw Service Station and later Sim's Texaco stood at the corner of Boulevard Drive and Oakview Road. This extant building was also built in 1945 and has been converted to restaurant space (Photograph #25). Other popular area businesses, such as the Kirkwood Theater, a Piggly Wiggly Grocery Store and the Hitching Post Restaurant were located west of Howard Street on Boulevard Drive in buildings that are no longer extant.

Despite the growth of the 1940s and 1950s, census records and an examination of the remaining housing stock show that residential construction slowed after 1939. In the only census district that is comprised entirely within Kirkwood's boundaries (others incorporate parts of Kirkwood but cross into other neighborhoods), the 1960 U.S. Census lists 143 housing units that were constructed between 1950-60 surpassing slightly higher than construction of the 1940s when 134 new units were built. This can be compared to the existing 659 housing units built prior to 1940.³⁶ However, Kirkwood's population continued to steadily grow in the 1940s and early 1950s, until larger demographic and population shifts would change urban areas across the nation.

Like many of the first Atlanta suburbs, the proliferation of the automobile and the construction of interstates through the heart of the city in the 1950s eroded Kirkwood's appeal as a "street car suburb." In fact, the city's trackless trolley system stopped operating around 1949. New suburban developments in northern DeKalb County and elsewhere in metro Atlanta offered spacious lots, carports and other attractive amenities that urban neighborhoods like Kirkwood did not incorporate. As the suburbs grew and attracted middle and upper middle class families, urban areas suffered economically.

Suburban growth combined with racial tensions dramatically changed the urban landscape of metropolitan Atlanta. By 1956, 75 percent of whites lived outside the 37-square mile area which

³⁵ Atlanta City Directories 1931- 1957

³⁶ U.S. Census records, 1960.

comprised the 1952 boundaries of the city of Atlanta. In contrast, 73 percent of non-whites lived within that central city area.³⁷

Desegregation of Schools and “White Flight” (1954-1965)

Another national movement altered the fabric of Kirkwood’s community during the 1950’s. In a move that struck a major blow for Civil Rights, the Supreme Court of the United States overturned its “separate but equal” ruling in *Plessy vs. Ferguson* 163 U.S. 537 (1896), declaring that the segregation of public schools was unlawful. The landmark 1954 Supreme Court decision, *Brown vs. the Board of Education of Topeka*, 347 U.S. 483 (1954), promised racial integration of public schools across the country. Though the ruling had a great impact in schools across the nation, Southern communities were particularly resistant to the ruling, since forms of racial discrimination were often written into state and local law. In anticipation of federally mandated school integration, many white residents decided to leave their urban neighborhoods and flee to all-white suburban developments. In Kirkwood, “white flight” began quietly in response to *Brown vs. Board of Education* in 1954 and resulted in a complete demographic shift a decade later.

The Atlanta Public School system planned to gradually introduce school desegregation. By integrating “downward” at the rate of one new grade per year, starting with high school seniors, it would take twelve years to reach the first grade. However, Atlanta’s black community sought immediate and complete integration.

In 1964, black parents picketed in front of the all-white Kirkwood Elementary School (Photograph #77), protesting the serious overcrowding of two nearby predominantly black schools while the rolls of nearly all white Kirkwood Elementary dwindled. The two area black elementary schools, Whitefoord and Wesley, faced massive overcrowding. Whitefoord, the closest to Kirkwood, was 675 students over capacity and operating on triple sessions. Black students sat three per chair, while the white Kirkwood School was 750 students under capacity.

As the school year began, black parents and students joined by a representative from the NAACP, picketed Kirkwood School. They demanded an immediate end to segregation with the admission of their children to the underutilized school.

The pressure proved too great to ignore. In the fall of 1964, the Atlanta Public School Board announced that black children in every grade could begin attending classes at predominantly white schools throughout the city. Over the weekend, all but seven of Kirkwood’s white pupils abruptly transferred to other schools. Five hundred black children arrived on Monday morning and found the hallways empty.

Protests continued until November 1964 when the school board finally agreed to integrate all area schools at the start of the next semester in January of 1965.

These protests, along with gross overcrowding at area black schools and the neighborhood’s changing demographics pushed Atlanta Public Schools Superintendent, John Letson, to abandon any gradual efforts at integrating Kirkwood in 1965. In a letter to the parents and faculty of Kirkwood days before the integration, Letson announced the events planned for January 25th and provided current students with options. They could stay at Kirkwood or they could transfer to predominantly white East Lake Elementary, Mary Lin Elementary in Candler Park, or Burgess Elementary in East Atlanta. The entire seventh grade, including their teacher, chose East Lake.

³⁷ Population Housing 1956: Atlanta Region Metropolitan Planning Commission Report, p. 5.

Although a very small minority remained, most white residents, like the entire seventh grade class, decided to leave Kirkwood for all-white suburban developments. By the 1965-66 school year, Kirkwood Elementary was overcrowded and 100% black.

Across the neighborhood, J.C. Murphy High School (presently Alonzo A. Crim Comprehensive High School) experienced a similar racial composition shift. Murphy High School, located at 256 Clifton Street (just south of the proposed Kirkwood Historic District boundaries) was built by the architecture firm of Barili & Humphreys in 1947 and completed in 1949.³⁸ Serving the Kirkwood, East Atlanta and Edgewood neighborhoods, it was one of the first public high schools in Atlanta to desegregate on August 30, 1961 (the three other schools were Brown High School in the West End, Northside High in Buckhead and Henry Grady High in Midtown) with the enrollment of two black female students.³⁹ By 1962, the integration process at the high school picked up momentum and by 1964, 25% of the student population was black. White withdrawal from the school began in earnest however, and two years later in 1966, Murphy High had only three white seniors. Following their graduation, the school, which once had an all white enrollment five years earlier, was now entirely black.

Block-Busting

Like many inner city neighborhoods at this time, the racial shift in Kirkwood was encouraged and exaggerated through “blockbusting” by real estate agents in the area. Agents encouraged white flight in neighborhoods like Kirkwood, by convincing long-time white residents that their neighbors were leaving in rapid numbers to be replaced by blacks, convincing them to sell at a rock-bottom price and then turning around and reselling the houses to incoming blacks at a record-high price.

Both races were exploited. The *Atlanta Constitution* reported in July of 1960, that the DeKalb County grand jury was receiving complaints from whites in regards to blockbusting and real estate agents were accused of selling to blacks in order to encourage the white population to sell cheap.⁴⁰ An *Atlanta Constitution* newspaper reporter later simplified the complex and turbulent transition time in 1960s Kirkwood when he reported, “Somewhere, a white man sold his home to a Negro. Other homeowners panicked. Land values plunged and word spread.”⁴¹

Both “for sale” and “white area” signs represented the racial animosity between white and blacks during this time of racial transition in the 1960s. Some local white Kirkwood and Edgewood residents even attempted to rally together in resistance by forming the Eastern Atlanta Corporation in an effort to buy property that would otherwise be sold to black families.⁴²

In a sign of the times, neighborhood racial hostility eventually turned violent. On June 16, 1960, a demonstration took place in front of 1500 Woodbine Avenue (Photograph #90) after an African American women and her daughter moved into the residence. A rock was thrown through a kitchen window by a member of the angry crowd. Eventually police arrived and ordered the white crowd to disperse.⁴³ This same bungalow remains part of the neighborhood today. These threats turned out to be

³⁸ Robert M. Craig, *Atlanta Architecture: Art Deco to Modern Classic, 1929-1959* (Gretna: Pelican Publishing Co., 1995).

³⁹ Kevin M. Kruse, *White Flight: Atlanta and the Making of Modern Conservatism* (Princeton & Oxford: Princeton University Press, 2005), p. 151-154.

⁴⁰ *Atlanta Constitution*. “DeKalb Jury Blasts at Block-Busting,” 13 July 1960.

⁴¹ Nesmith, Jeff. *Atlanta Constitution*, “The Kirkwood Story: ‘Neighborhood Era’ Ends in Panic,” (Second of a series on an urban area in transition), 16 April 1969.

⁴² *Kirkwood*, “A Glimpse of History,” <http://www2.gsu.edu/~wwwkhp/glimpse.html>

⁴³ *Atlanta Journal*, “Police Watch Scene of Race Incident,” 17 June 1960.

a last attempt by the white community to deter blacks from buying in the neighborhood. However, by 1967 census records show that Kirkwood was over 95% African-American.

While the former white population of Kirkwood was predominantly middle-aged, the new black resident profile consisted of younger families with growing children.⁴⁴ A classic example of the demographic shift can be seen in a 1969 *Atlanta Constitution* article on the life of a long time white, Kirkwood resident, Tracy Freeman. In 1928, Freeman moved to Kirkwood from a rural area with aspirations of improved economic and living conditions. He opened and ran Freeman's Grocery at 2004 Boulevard Drive for forty years. The building is still part of the downtown commercial district. Freeman was one of the last whites to leave the neighborhood and sell his modest home, soon purchased by Joe Jackson, an African American. Jackson also moved to Kirkwood from a rural area, with his family of ten, including his wife, three grown children, and five grandchildren.

Urban Decay and Gentrification (1970-Present)

The drastic population shift of the 1960s and the abundance of absentee landlords with little care for their properties made Kirkwood extremely vulnerable to the rapid urban decay of the late 1960s, '70s and '80s. Civil Rights activist Hosea Williams, who lived in the neighboring community of East Lake, publicly advocated for improved living conditions for residents of Kirkwood in the late '60s. The implementation of the MARTA public transit system during the 1970s did little for the Kirkwood neighborhood's progression. Over the next two decades many homes in late stages of neglect were boarded up, condemned, and eventually demolished.

This downward trend continued until the late 1980s when Kirkwood began to experience gentrification like many other early city suburbs around the country. Middle class whites, in search of affordable in-town residencies with a sense of community and heritage not found among the sprawl of the suburbs, began moving back into urban areas. The first archetypes of this trend, like the Queen Anne style home at 140 Howard Street (Photograph #32), still stand as restored examples of the neighborhood's undulating history of prosperity and decline.⁴⁵ (Attachment #22)

⁴⁴ O'Neil, Frank. "Which Way Kirkwood? Youth and Lack of Representation Seen As Two Major Problems of the Area." *The DeKalb New Era*. 10 August 1967.

⁴⁵ Bailey, Sharon. *Atlanta Constitution*, "Thieves and Drunks Don't Deter Mrs. Oates," 11 June 1980.

SECTION 4

SIGNIFICANCE

To be eligible for the National Register, a historic district must be more than just documented—it must be shown to have been significant in the past.

Significance for National Register eligibility is determined in four ways:

- association with events, activities, and/or developments in the past;
- association with people who were significant in the past;
- significance in architecture, engineering, planning, construction, and/or landscape architecture; or
- the potential to yield important information through archaeological investigation.

See the enclosed “National Register Criteria” for more information about the four criteria.

Using the “areas of significance” below, explain why you think the district is significant.

To be significant in a particular area, a district must have extant historic resources associated with that area. For example, most residential neighborhoods are significant in the area of architecture for the style or building type of the houses; commercial districts in the areas of architecture and commerce; entire cities may be significant in a number of areas. A district need only be significant in one area, although it may be significant in many areas. REMEMBER: You must be able to directly associate extant buildings, structures, sites, or objects to an area of significance.

A. Areas of Significance

From the list below, check the "areas of historical significance" that you believe may apply to the district. If you check "other" be sure to explain.

agriculture	invention
archaeology-historic	landscape architecture
archaeology-prehistoric	law
architecture - X	literature
art	maritime history
commerce - X	military
communications	performing arts
community planning - X	philosophy
conservation	politics/government
economics	religion
education	science
engineering	sculpture
entertainment/recreation	social/humanitarian (social history) - X
ethnic heritage (e.g. African-American)	transportation - X
exploration/settlement	women's history
health/medicine	other (specify)
industry - X	

SIGNIFICANCE (CONTINUED)

B. Statements of Significance

For each "area of significance" checked above, provide a written explanation of why you believe the district is historically significant in this respect. This statement should stress the historical importance—not the history—of the district and the association of the extant historic resources to the area of significance. Indicate why you believe the district deserves to be included in the National Register of Historic Places.

Be sure to place the district in its local and regional historical context; if possible, put the district in a state or national context as well.

Be sure to “make your case” as to why you think the district is significant.

NOTE: Do not confuse area of significance with historic function. Historic function relates to the use of a resource while area of significance relates to contributions to the broader patterns of history. For example, just because a church is located within a district, the district is not necessarily significant in the area of religion unless the church congregation made a significant impact or change regionally, statewide, or nationally to the larger religious organization or religious history.

The following questions should be answered for each area of significance:

- Why do you think this district is important or significant in this area?
- What event, person, or feature is most important in relation to the district?
- What physical features of the district (buildings, structures, sites, objects, landscaping, plan, etc.) are directly associated with the historic significance of the district and best illustrate or represent its significance today?

The following questions should be answered for architecture, engineering, or landscape architecture:

- Describe properties that are good examples of their style or type or represent types and styles found in the district.

The following questions should be answered for archaeology:

- What information has been or could be yielded from the site? Why do you believe this?

SIGNIFICANCE (CONTINUED)

C. Exceptions

The National Register criteria state special conditions for listing certain kinds of properties usually excluded from the National Register including moved buildings/structures, properties less than 50 years old, birthplaces or gravesites, cemeteries, reconstructed buildings/structures, and commemorative structures (see enclosed “National Register Criteria”).

If the district has a majority of resources that fit any of these exceptions, see “Additional Guidelines” number 12 on pages 28-29 and provide the information here.

If the district includes any contributing resources that are less than 50 years old, be sure to describe and photograph them and explain why they should be considered “historic”.

Statements of Significance

The neighborhood's oldest extant building stretches the period of Kirkwood's significance back to 1872. Kirkwood's development as a streetcar suburb of Atlanta began in 1891 and continued through the 1920's. The advent of the automobile and America's entry into World War II changed the development patterns of the neighborhood until the 1950's. Kirkwood's growth began to slow as racial tensions and forced school integration became a reality in all Atlanta neighborhoods.

Once integration occurred, "white-flight" rapidly changed the demographics of Kirkwood. The passage of the Civil Rights Act in 1964 allowed African Americans to move from Atlanta to the fast growing suburbs. Kirkwood, like most in town neighborhoods suffered from abandonment and economic depression. Very little new construction occurred in Kirkwood after 1965 and the district remained largely unchanged until the beginning of gentrification in the late 1980's. For these reasons, Kirkwood's period of historic significance ends in 1965.

Kirkwood Historic District is much larger than most historic districts. There are nearly 3200 properties within the proposed boundaries encompassing nearly 900 acres. The Kirkwood neighborhood is significant in the area of architecture because of the variety of housing types and styles found in Georgia from 1870-1970. These house types and styles are identified as important to Georgia in the *Georgia Living Places: Historic Houses in their Landscaped Settings* (1991). House types found in Kirkwood include one to one-and-a-half story Central Hallway, Queen Anne Cottage, Gabled Wing Cottage, New South Cottage, Pyramid Cottage, Bungalow, English Cottage, American Small House, and Ranch. Two story types include Queen Anne House, Plantation Plain, I-House, Georgian House, and American Foursquare. The different house styles can be correlated to the development patterns of Kirkwood such as Queen Anne and Folk Victorian (1870-1900), Craftsman, Prairie, English Vernacular Revival, and Neo-Classic Revival (1900-1930), and Colonial Revival and Cape Cod (1930-1970).

Kirkwood also has many historic commercial buildings. The main surviving historic commercial node is located along Hosea Williams Drive. The buildings date from the early 1900's to the 1960's. They range in style from the classic retail style that is common to Georgia to the modern U.S. Post Office constructed in 1963 (Photograph #21). Additional commercial buildings are located on DeKalb Avenue and College Avenue, which were important retail nodes that serviced the industries located along the railroad. The community landmark buildings in the historic district are examples of the revivalist tradition in architecture. The local school located in the district is the Colonial Revival Kirkwood Elementary School at 138 Kirkwood (c.1906) (Photograph #77). Churches are an integral part of the architectural landscape including the Greek Revival Pentecostal Church of God at 102-106 Howard Street (c.1926) (Photograph #81) and the Turner Monumental AME Church at 60 Howard Street built in the Wren tradition (Photograph #80). The Kirkwood Branch Library located at 109 Kirkwood Road was constructed in 1925 and is Colonial Revival. The industrial architecture of Kirkwood is significant to the historic district. The original 1906 brick, wood framed and steel frame structures still stand on the Pratt-Pullman Yards (Photograph #78). Pullman purchased the property in 1926 and constructed massive saw-tooth brick and concrete buildings for railcar repair (Photograph #79). Additional pre-engineered metal buildings were constructed in the

1960's. The Atlanta Ice and Coal Building at 1925 Locust Street is also an integral part of the industrial architecture of Kirkwood.

Kirkwood is significant in the area of **commerce** because its commercial buildings represent the neighborhood's history as a town before its annexation into the city of Atlanta. The central business district developed at the intersection of Boulevard Drive and Oakview Road. Boulevard Drive was one of the main roads leading to Kirkwood from Atlanta and included a streetcar line. Additional commercial buildings and industrial buildings were built along the railroad near the Pratt-Pullman Yard to service the workers at the yard and the resident located in the north part of the neighborhood. The businesses listed in Kirkwood in the 1918 city directory included LW Rogers Grocery Co., JM Grocers, and the Kirkwood Pharmacy. By 1936, the city directory lists twenty one businesses, all located on Boulevard. The names of the businesses include Atlanta Ice and Coal, Fleming General Store, Freeman's Grocery, Piggly Wiggly, Stevens Hardware, along with a flower Shop and numerous barbershops. While the increase in automobile ownership led to the demise of the streetcar, the commercial areas remained a vital part of the community. The primarily white-owned businesses closed when "white-flight" began in Kirkwood during the early 1960s. With the racial shift, African American businesses began to open in the area including Free for All Sinclair Station which was formally the Woodbine Service Station (1610 Hosea Williams), Boulevard Market, formally Jeff's Self-Serve, and the C&R Grocery Store.

Kirkwood is significant in the area of **community planning and development** as a streetcar suburb created at the turn of the century. The district's various development patterns are evident based on the lot sizes, setbacks, and street grid layouts. These subdivisions followed the trolley lines and major thoroughfares including Boulevard Drive, Memorial Drive, and Decatur Street. Decatur Street (now DeKalb Avenue) was the original wagon and stagecoach route with railroad lines built parallel running from Atlanta into DeKalb County. Kirkwood's development patterns are very similar to those of nearby Candler Park, Lake Claire, and Inman Park located to the northwest as opposed to "master-planned" communities such as Druid Hills. Kirkwood was conceived and marketed as a "white only" commuter neighborhood for the growing middle class. The lots were small and uniform to allow for the construction of modest homes built at the turn of the century. Sidewalks, open spaces, and bisecting curvilinear streets created an appealing community. (Photograph #109) Additionally, the town of Kirkwood boasted its own mayor, city council, fire department, school system, and water system which added value to the lots. As the Pratt-Pullman Yard increased productivity, Kirkwood became home to many of its workers according to census records. Development patterns along Rogers Street, Warren Street and Trotti Street show smaller lots sizes and smaller houses which correspond to this data. The automobile affected development patterns with the construction of small homes that allowed for a driveway and a carport.

Kirkwood is significant in the area of **industry**. The Pratt-Pullman Yards (Photograph #78,79) and the Atlanta Ice & Coal Company operated in Kirkwood because of the access provided to a major railroad line and an available workforce. Pratt began a machine shop and foundry in 1906 which produced munitions during World War I. Pullman purchased the property in 1926 for repair and maintenance of its railway cars. Pullman added a number of new buildings to the site and provided jobs and economic stability to Kirkwood. In 1955, Eastman Railway purchased the

yards and continued to use it for railway maintenance until it was sold to Southern Iron and Equipment in 1965. An ice and coal factory was built in 1914 by the Castles and Fleming local grocery and pharmacy operators. The local residents would patronize this business on a weekly basis to purchase ice for the ice boxes and coal to heat homes and businesses. It was called the Consumer Ice and Coal Company until the 1920's when it was bought by the Atlantic Brewery Company, a subsidiary of the large Atlantic Beverage Corporation that was located in downtown Atlanta. It remained a vital part of the Kirkwood community and was re-named the Kirkwood Ice Company when electricity and natural gas replaced coal. It remained in operation until it closed sometime in the 1950's or 60's.

Historic Kirkwood is significant in the area of **transportation** because of the importance of the stagecoach, railroad, streetcar, and main roads in the neighborhood. The stagecoach, railroad, and streetcar were important modes of transportation in Kirkwood prior to the age of the automobile. The stagecoach line running along Decatur Road led to the construction of the railroad lines which served Atlanta through the Civil War. After the turn of the century, the proximity of the lines to Atlanta and Decatur attracted both Pratt and Pullman to the neighborhood. The streetcar's arrival heralded a new time of growth for rural Kirkwood and the greatest amount of development occurred during the streetcar age. Boulevard and Memorial's wide expanses were ideal routes for the automobile and they became major roads leading from Atlanta to Decatur and Stone Mountain.

Kirkwood is significant in the area of **social history** because of it reflects the impact of the racial shift and forced integration of Atlanta and its public schools. From 1954 to the 1970's, Kirkwood changed from being nearly all white to predominantly African American. Integration of the schools was the major impetus for this shift in demographics. Kirkwood is also significant because of the effect of the "white flight" phenomenon on the housing, schools, and business districts. Hosea Williams, an outspoken civil rights activist, was an important part of Kirkwood's history in the 1960s. Williams brought the issues of overcrowded schools and poverty to the public's attention. His contribution to the improvement of the quality of life for minority populations is an important component of the social significance of Kirkwood.

Exceptions

The only exception in Kirkwood is the modern U.S. Post Office building located at 1926 Hosea Williams Drive (Photograph #21). It was constructed in 1963 and is the first good example of modern architecture built in Kirkwood. It also represents the cultural shift of the early sixties. The nation was embracing new technology and building materials as the race to space intensified. The post office was constructed one year before the signing of the Civil Rights Act, which was a seminal moment for the civil rights movement. The establishment of a federal facility in a neighborhood that had become nearly all African American is very significant to the history of Kirkwood. Its date of construction falls within the period of significance for Kirkwood and although it is not 50 years old, it should be considered an exception for the National Register nomination.

SECTION 5

SUPPORTING DOCUMENTATION

A. Sources of Information

The following is a checklist of sources that should be consulted to adequately research historic properties. This checklist is only a start. Please do not limit your research to these sources. Be sure to visit the local historical society, library, courthouse, and/or county archives for information.

Also refer to "WRITING THE HISTORY OF YOUR COMMUNITY" (Kenneth H. Thomas, Jr., 2002); "DOCUMENTING A STRUCTURE IN GEORGIA" (Kenneth H. Thomas, Jr., 2002); and "DOCUMENTING A STRUCTURE IN ATLANTA" (Kenneth H. Thomas, Jr., 2002); available from the Historic Preservation Division for further guidance on the location of records, research techniques, sources, and interpretation of data.

INCLUDE A COMPLETE BIBLIOGRAPHY OF CONSULTED SOURCES (use HPD's "How to Cite Sources of Information" guide sheet or the *Chicago Manual of Style* for format). It is not necessary to provide a copy of all material consulted; however, it would be helpful if clear photocopies could be submitted for those entries marked by an asterisk (*). Do not send originals—these are non-returnable.

Put a check by all the sources consulted. Put n/a beside the sources that were not available.

* Architectural Plans (cite the date, title or legend, and location)

Biographical Sketches (published in books or an obituary from the newspaper) - X

Census Records (Indicate the years of census records consulted) - X

Agricultural

Manufacturing

Population

City and/or Telephone Directories - X

City Records at City Hall

Building Permits - X

City Tax Records -X

City Council Minutes

County Historian (unpublished works, interviews)

County Histories/City Histories - X

County Records at County Courthouse or on microfilm at the Georgia Department of Archives and History

Deeds - X

Estate Records

Tax Digests - X

SUPPORTING DOCUMENTATION (CONTINUED)

Gazetteers -X

Insurance Records

Interviews (who, when, where, by whom)

* Maps and Plats (historic) - particularly useful are land ownership maps, bird's eye views, railroad maps, privately-owned maps such as plats and give location of the original - X

* Newspapers (especially centennial or anniversary editions)—send photocopies and include date. NOTE: send photocopies of obituaries for people associated with the property - X

* Historic Photographs and Postcards—send photocopies and include date and location of the original - X

Personal/Family Papers (letters, diaries, recollections, business papers, and stationary)

Periodicals/Magazines (professional business, popular) - particularly useful are architectural magazines such as *Southern Architect and Building News* (since 1889); *Industrial Index* (since 1912); and the *Manufacturers Record* (since 1882)

Place Name Data (explain the origins of any place names associated with property)

* Sanborn Fire Insurance Maps (located at local insurance offices; University of Georgia Map Library and at Georgia State University on microfilm) - X

Tax Digests (many located at Georgia Department of Archives and History or sometimes available at the County Courthouse) - X

Unpublished sources (thesis, dissertations, and/or family-owned papers) - X

NOTE: Do not overlook Internet sources of information. Entering names or keywords into an Internet search engine may access useful on-line sources of information. If Internet sources are used, please cite the web page or URL.

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SUPPORTING DOCUMENTATION (CONTINUED)

B. Photographs

Provide one set of photographs of the district and surrounding area. All photographs must be identified and dated. Photographs must be sequentially numbered and keyed to the district map. Label each photograph on the back with the district name, county, date the photograph was taken, and street address or street name. Photographs may be submitted with the HDIF in an envelope or held together by a rubber band. **Do not mount the photographs.**

Photographs are non-returnable.

At a minimum, photographs must include:

1. Views of representative historic buildings (styles and types), structures, sites, and objects,
2. Views of all community landmark buildings (government buildings, churches, schools, etc.);
3. Representative landscaping, streetscapes, and groups of properties showing relationships among buildings;
4. Views of representative noncontributing buildings and structures;
5. Views of the edges and surrounding area of the historic district;
6. Views of any contributing properties less than 50 years old.

Photographic Standards

- Color prints (minimum 3" x 5" or preferred 4" x 6") should be submitted. Polaroids, slides, photocopies of prints and scanned photographs (except for historic photographs) or videos are not acceptable.
- Digital photographs **MUST** be high resolution (comparable to 35mm prints) and submitted on paper for digital photographs (not "regular" printer paper). If the digital photos are not of sufficient quality, HPD will ask for 35mm prints.
- All photographs should be sharply focused, well framed, and properly exposed.
- Photographs should be cross-referenced by number to one copy of the district map (see page 20 for example).

NOTE: There is no required number of photographs—provide enough to give a good representation of the district (but remember: photographs are worth a thousand words!).

In smaller districts of 50 properties or less, one photograph of each property (contributing and noncontributing) should be included and identified by street address. For larger districts, it is helpful, but not necessary, to include one photograph of each property identified by

street address or street. Thoroughly photographing the district will expedite the processing of the nomination.

SUPPORTING DOCUMENTATION (CONTINUED)

C. Historic Photographs

Provide photocopies or high-resolution scanned copies of historic photographs of the district and indicate the date (approximate), location, and source of the photograph. Newspapers, scrapbooks, wedding albums, historic postcards, books, and advertisements are a few good sources for finding historic views of a historic property or district. Historic photographs help determine if the district is eligible for the National Register of Historic Places. If historic photographs are not available, please explain the efforts made to locate them (HPD may be able to suggest additional sources).

D. Maps and Geographical Information

1. Location Map

Provide a location map to show where the district is located. A county map or city map with all roads shown is preferable. Computer-generated location maps are acceptable provided they are sufficiently detailed, accurately scaled, and clearly printed.

2. District Map

Provide two copies of the district map(s). The map(s) must be to scale and identify legal boundaries and/or natural or other physical features to properly indicate the boundary of the district. At a minimum, the map(s) must indicate parcels/tracts, street addresses, and street names.

One set of the district map(s) must be marked with the proposed district boundaries, contributing and noncontributing resources, and locations of photographs. Indicate the proposed boundary with a heavy line. The second set of maps should be unmarked (for HPD use).

Marked set of maps should include:

- a. The title of the map;
- b. The type or identification number and source of the map;
- c. Scale and/or dimensions;
- d. North arrow;
- e. The name of district, county, and date prepared;
- f. The name of the person or agency that prepared the map;
- g. The location of the photographs;
- h. The district boundaries; and
- i. Contributing and noncontributing properties marked.

Contributing properties are buildings, structures, sites, and objects over 50 old that retain their historic integrity (i.e. look pretty much the same today as they did in the past). Noncontributing

properties are those that are less than 50 years old or are historic properties that have been so altered that it does not resemble the way it did in the past.

SUPPORTING DOCUMENTATION (CONTINUED)

Use one of these two methods to mark contributing and noncontributing properties:

Method 1

Mark contributing properties with a “C”

Mark noncontributing properties with an “X”

Mark historically vacant properties with a “V”

Mark currently vacant properties that have lost historic buildings/structures within the last 50 years with a “VX”

Method 2

Mark contributing properties with a green highlighter marker

Mark noncontributing properties with a pink highlighter marker

Mark historically vacant properties with a green highlighter marker and the letter “V”

Mark currently vacant properties that have lost historic buildings/structures within the last 50 years with a yellow highlighter marker

NOTE: Tax maps can be found in the county courthouse in the tax assessor’s office in the county where the district is located.

Computer-generated maps/GIS-generated maps (available from some regional or local planning departments) must indicate street addresses and preferably, the footprint of buildings.

SEE EXAMPLE OF DISTRICT MAP PAGE 20

3. Sanborn Maps

Provide photocopies of the Sanborn Fire Insurance maps of the district, if available. See enclosed “Sanborn Fire Insurance Maps” for information on how to obtain the maps.

4. U.S.G.S. Quadrangle Map Sheet (optional)

Provide an original, photocopy, or computer-generated U.S.G.S. quadrangle map sheet (also known as topographical map) for the property, if available, and indicate the location of the district and the name of the quadrangle.

U.S.G.S. maps are available at the Georgia Department of Agriculture, on-line, and usually at outdoor/hiking supplies stores.

SUPPORTING DOCUMENTATION (CONTINUED)

5. CHECKLIST OF SUPPORTING DOCUMENTATION

Before submitting your Historic District Information Form, make sure that you have enclosed the following information. **Use this as a checklist and check (with an X) the items that you have included.** If you are unable to enclose an item, explain why on a separate page.

Sources of Bibliographical Information

- ☐ Bibliography
- ☐ Checklist of sources
- ☐ Supplemental research information (clear photocopies not originals)

Photographs (labeled and cross-referenced to district map(s))

- ☐ Representative buildings, structures, objects, and/or sites
- ☐ Streetscapes and landscapes
- ☐ Surrounding areas, edges of the district, and boundaries
- ☐ Photocopies of Historic photographs

Maps

- ☐ Location map
- ☐ District map (s) with photographs, contributing/noncontributing properties, and boundary marked
- ☐ District map(s) unmarked for HPD use
- ☐ U.S.G.S. Quadrangle map sheet/Topographic map (optional) with location marked
- ☐ Photocopy of Sanborn Map(s) (if available)

Text

- ☐ Completed Historic District Information Form (hard copy and computer disk)
- or**
- ☐ Completed National Register of Historic Places Form (hard copy and computer disk)

I have enclosed the above documentation with my Historic District Information Form/National Register form for the

_____ proposed nomination.
I understand that if I do not include all of the requested documentation, my application will not be processed until it is complete.

Signature of Preparer _____ Date _____

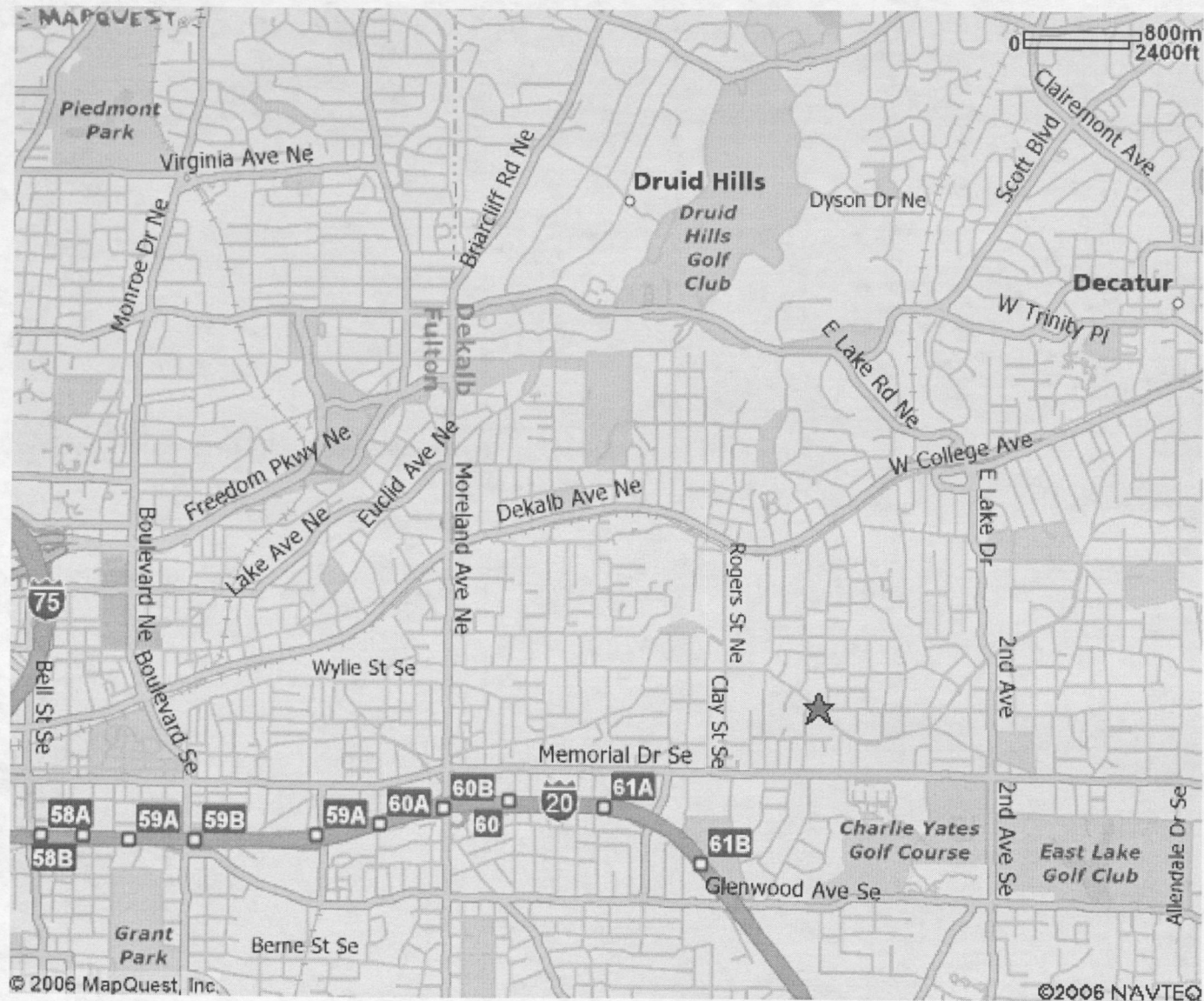
Location Map - Kirkwood



Source: Google Maps

Kirkwood

An *Historic* Neighborhood
of Atlanta, Georgia

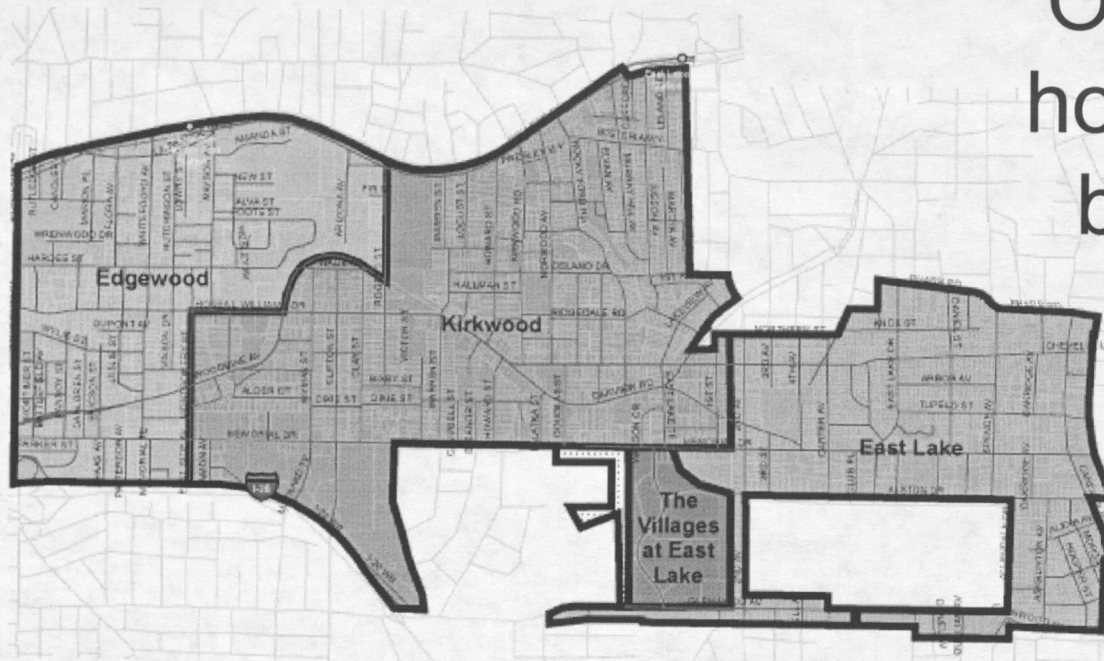


General Location:

2-3 miles east of Downtown Atlanta & 1 mile west of Decatur

Approximately
625 acres

Over 2000
houses and
buildings





post office





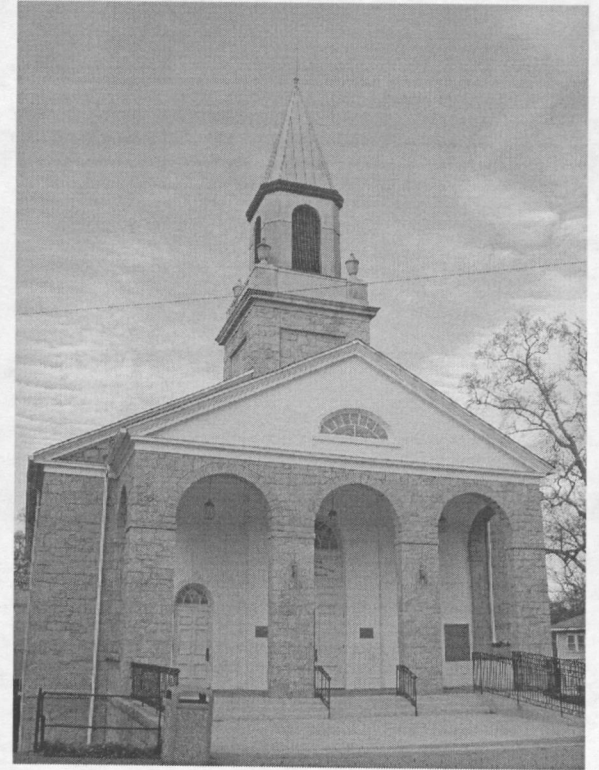
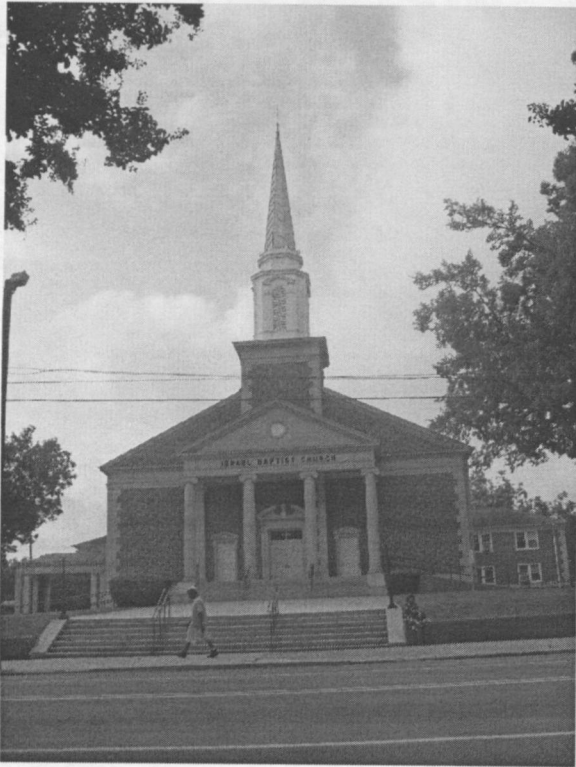
Kirkwood Library : Fulton County library (in Dekalb County)



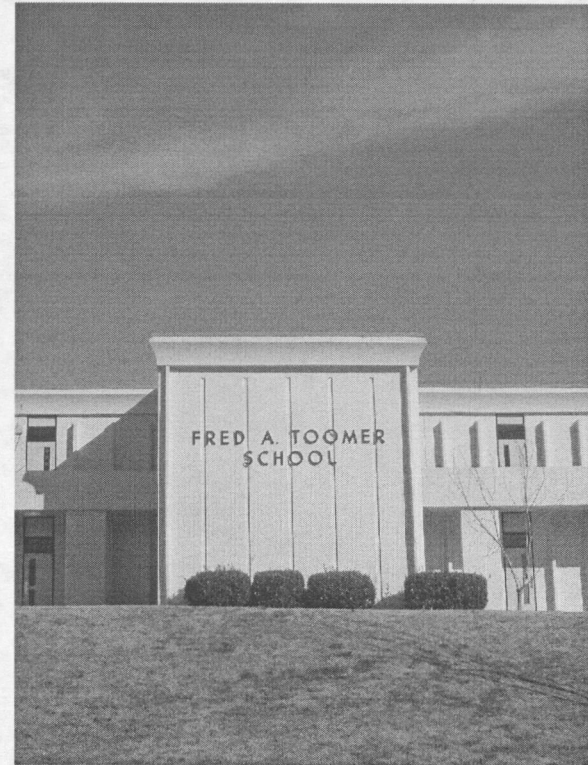
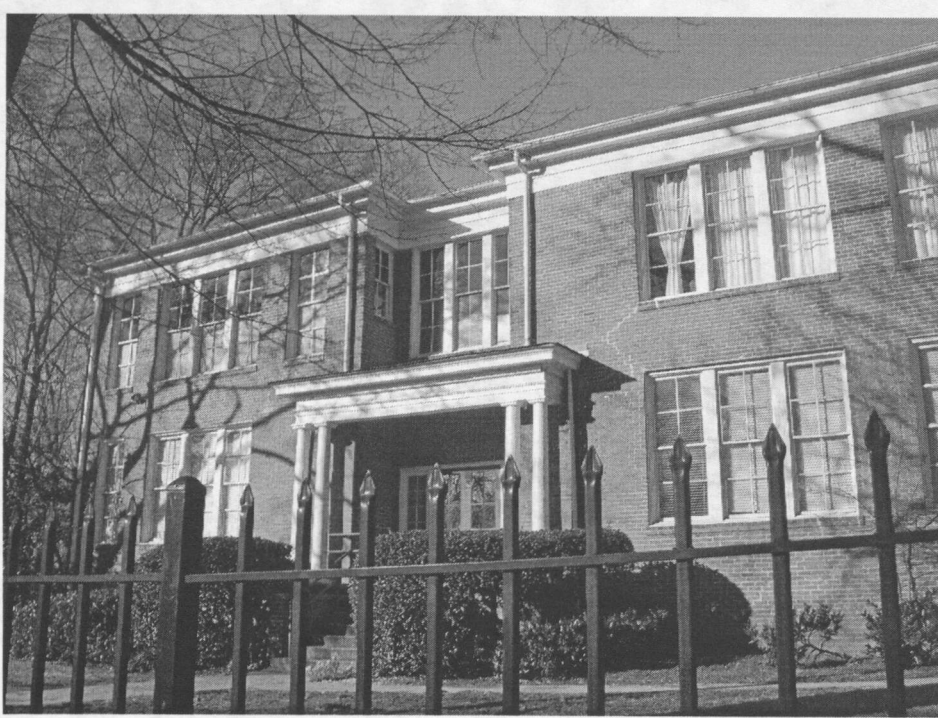
Atlanta Police Station



Atlanta Fire Station 18: Slated for demolition this year



CHURCHES:



Schools



restaurants & shops



small scale office & industrial



Pratt / Pullman



1880-1900 Houses



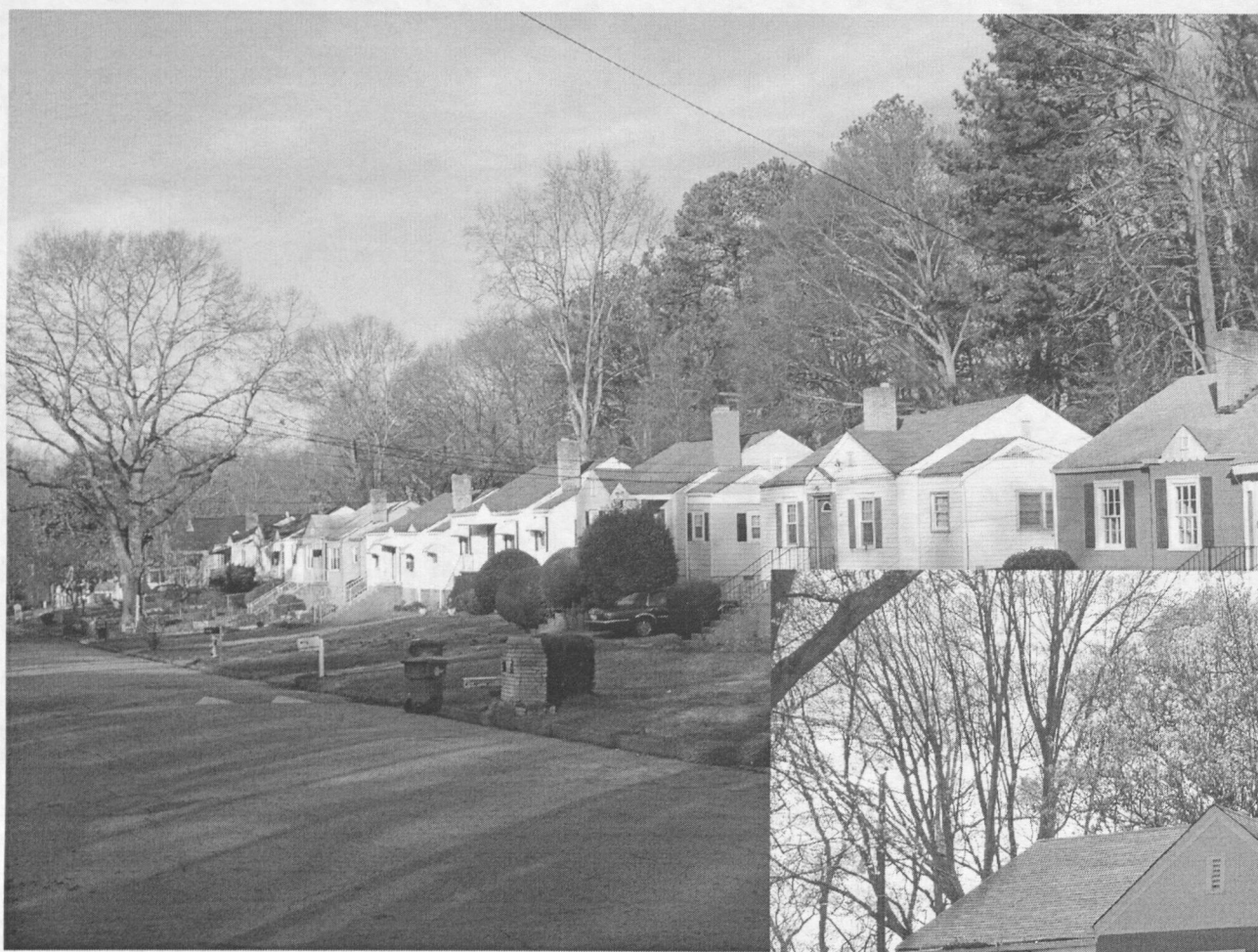
Victorian Houses



Craftsman Bungalows & American Four Squares



Victorian Houses



1940s Cottages





1950s - 1970s Ranch



today's new Bungalows



Notable Designers & Architects
R. W. Swan, & Leila Ross Wilburn (?)



Notable Designers & Architects
Frank Ruggles & John Francis Downing



Notable Designers & Architects
Some unknowns



Notable Designers & Architects
Some new creations

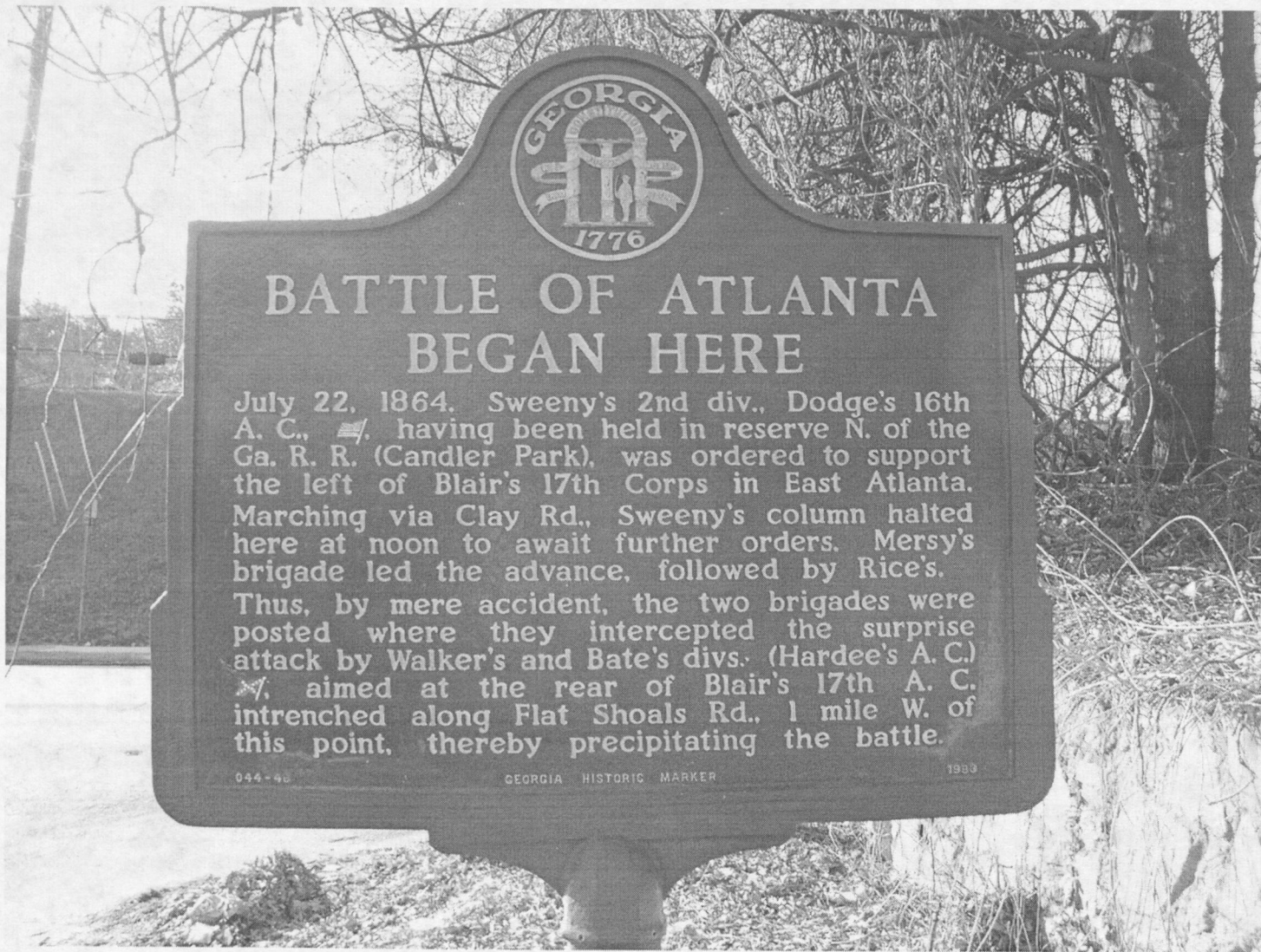
A brief history of Kirkwood

Three original families:

The Clays

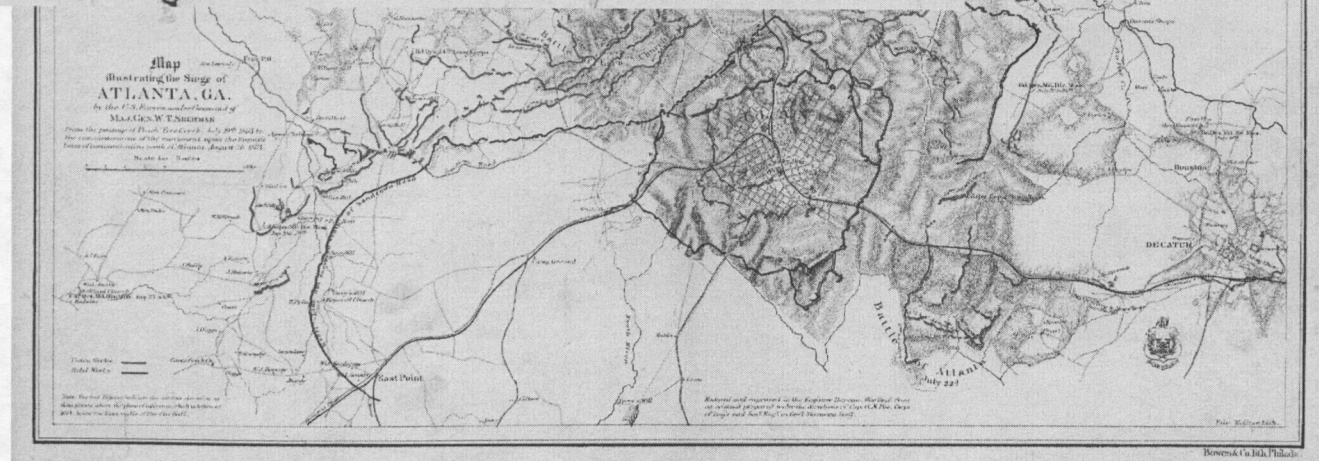
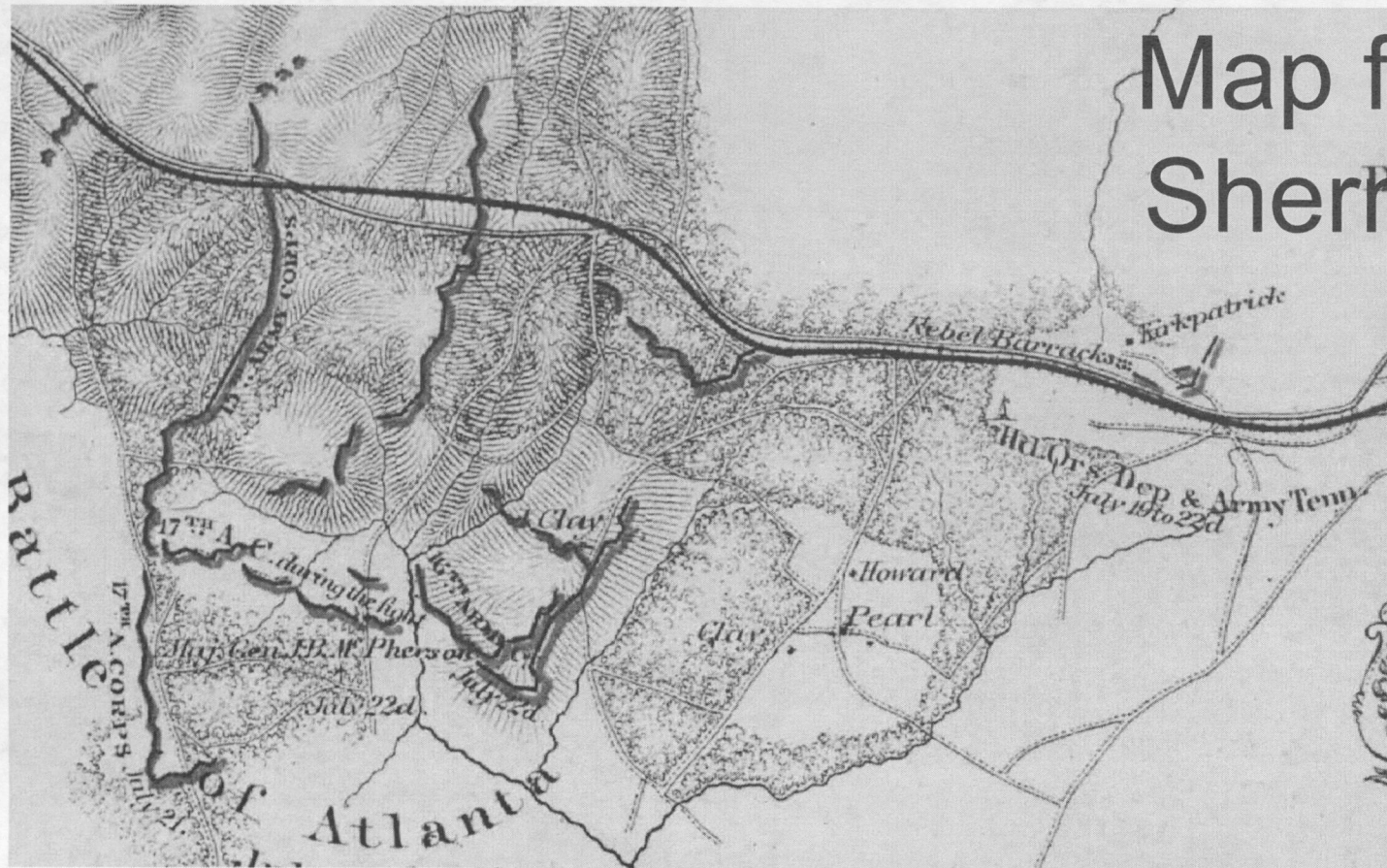
The Kirkpatricks

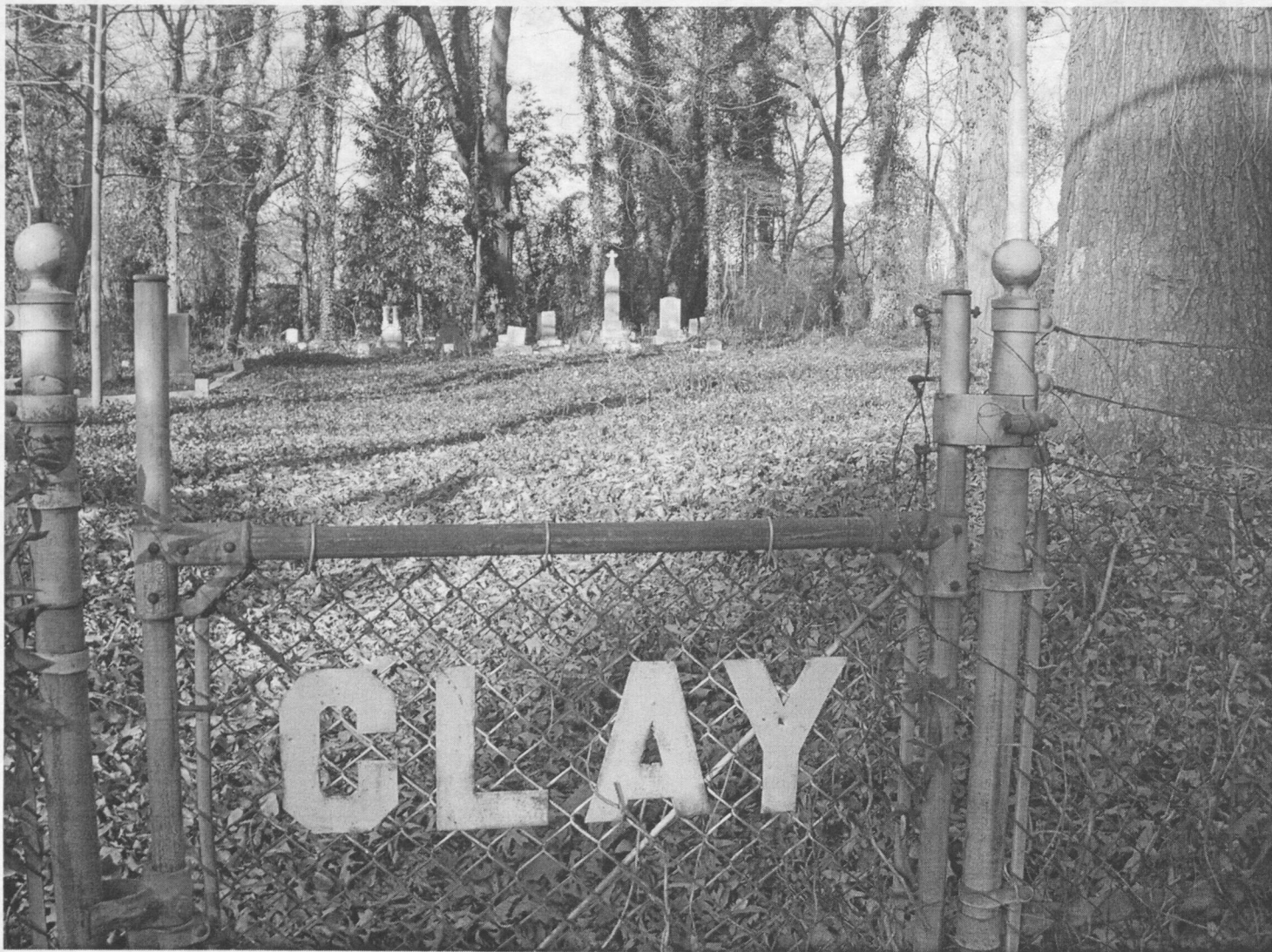
The Dunwoodys



Civil War

Map from Sherman

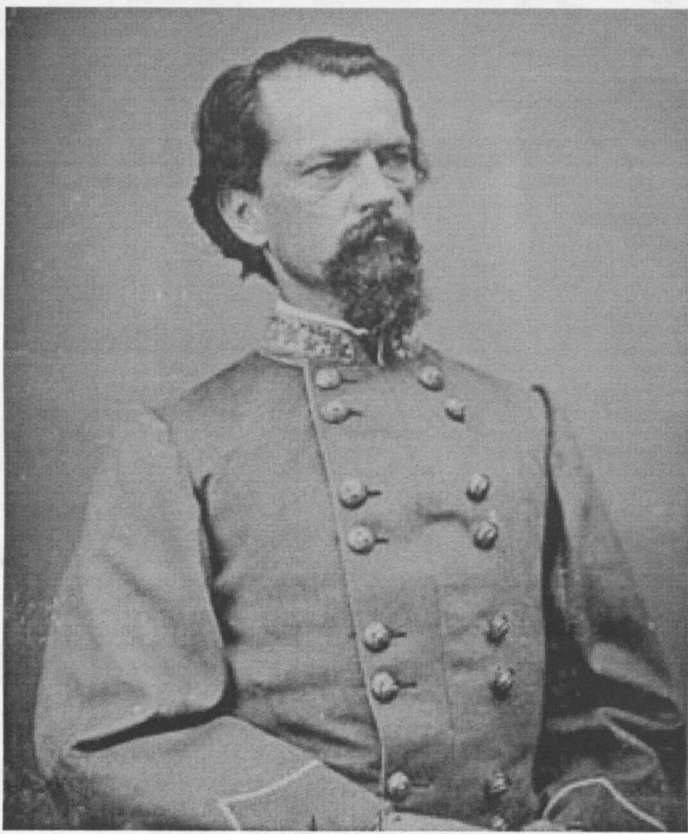




Clay Family Cemetery: Clifton Street

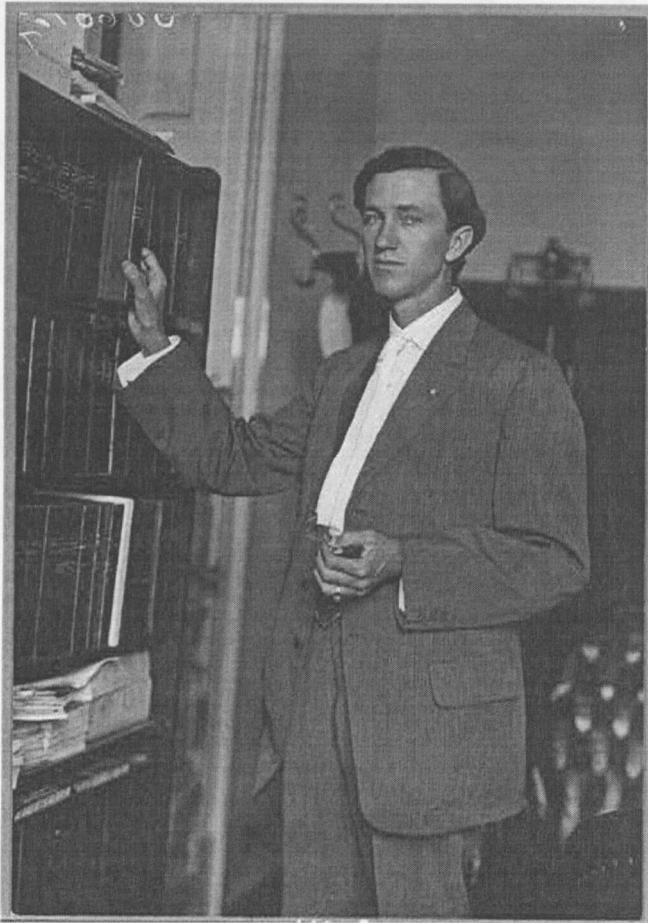


Township of Kirkwood
Incorporated 1899



SUTHERLAND HOUSE, GENERAL GORDON'S HOME AT KIRKWOOD, NEAR ATLANTA

It was home to General John B. Gordon
Who later became Governor and then Senator



U.S. Congressman William Schley Howard
Born in Kirkwood, 1875
Representative in the 62th – 64th Congress

GRAND AUCTION

Of Desirable Residence Property

**Thursday, May 9, AT
11 O'CLOCK**

"Sutherland" ☐ Gen. Gordon's Home

ue

Here's the Sale you've been waiting for
—a chance to buy a beautiful residence lot in one of Atlanta's
most attractive suburbs.

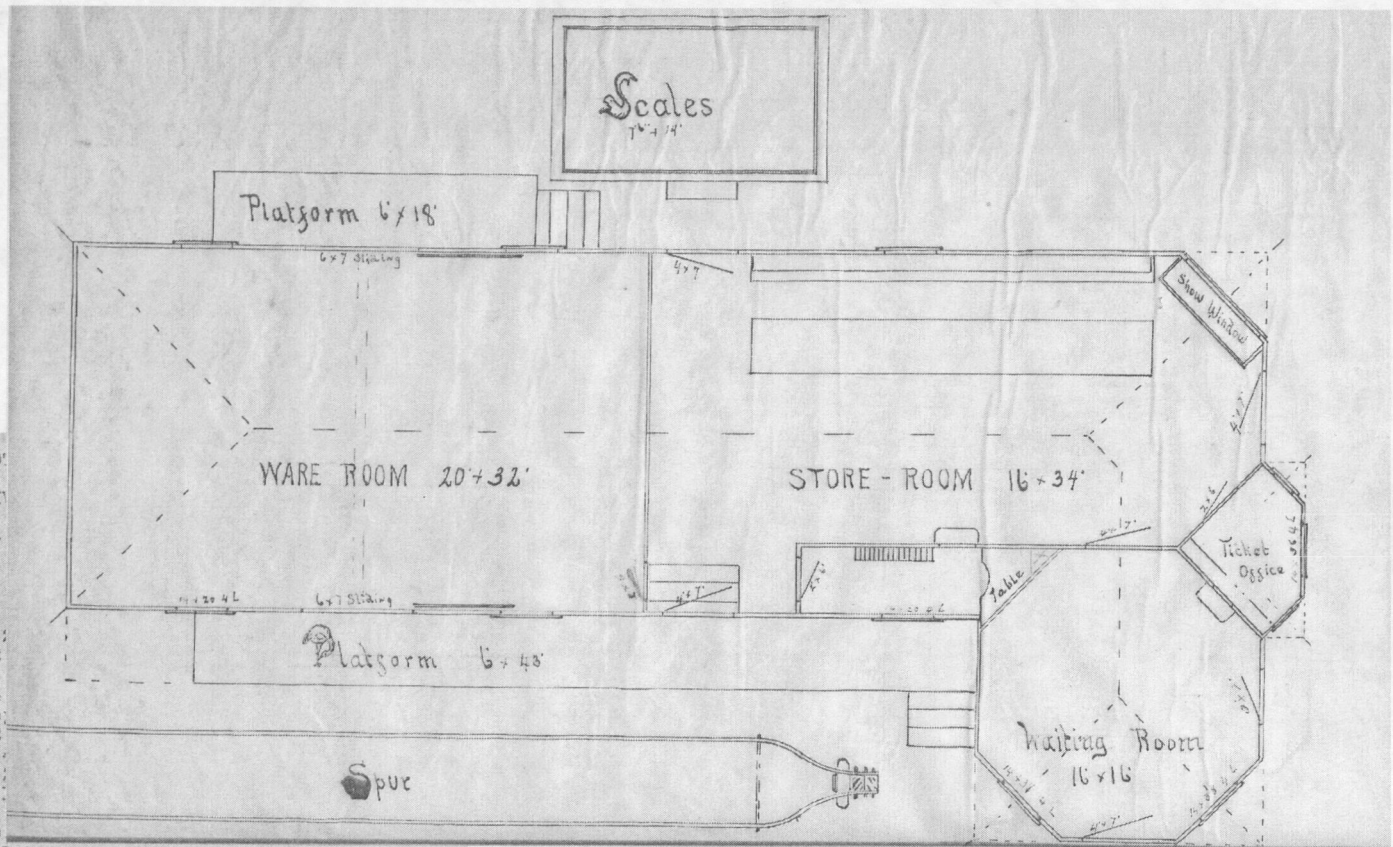
Land Auctions

SPERIFICATIONS FOR DEPOT
KIRK

SIZE OF TIMBERS:

Sills 6 x 8
Bond timbers 2
Floor joist 2
Ceiling joist
Rafters 2 x 4
Hip and valles
Plates: Two 2
Studding 2 x
Purloins two
Collar beams
Braces, 1 x 6
Boxing 1 x 10
Shingles, No.1 heart pine.
Flooring 1x6 and 1x4 D&B.
XXXXXXXXXX Partitions 1x6 DM&B.
Ceiling, 1/2x6 DM&B.
Foundation under store and waiting room to be solid

12" wall with all necessary footings and to finish two courses of brick above natural surface of ground; also dwarf walls length of store room and across waiting room on line of East wall of main building. This to have 2x8 bond timbers and to be bedded in mortar, level all round. Lay on joist 2x10 16" centers, bridged



Design for Train Depot



1910 Ambulance Service



The Kirkwood Story

No Work on Farm, He Moved to City

It wasn't easy for Joe Jackson to leave Laurens County.

Now he spends each evening in a white frame house in Atlanta and thinks about the world he left behind.

He's like hundreds of other Atlantans, people who left farms

First of a series on an urban area in transition.

and small towns, people who packed up their memories and moved to the city.

To Joe Jackson the memories are the piney woods.

That last summer, he walked the woods the way he had for

By JEFF NESMITH

nearly 40 years, gobbing pungent, sticky pine sap from the sides of scarred old trees.

His grown sons fanned out around him, doing the work he had taught them. The gathered sap in buckets and carried it to a sled that would haul it to the turpentine still.

Jackson worked quietly. A slender man with broad shoulders, he moved easily over the straw-carpeted forest floor. The paths in the woods were familiar and he knew the smell of the trees and the sound the wind made when it cut itself on the pine needles.

Yet the woods were different this summer.

Soon Jackson would be 60 and the last of 13 children raised in a small, unpainted house beneath the pines would be gone. He and Rachel would be alone.

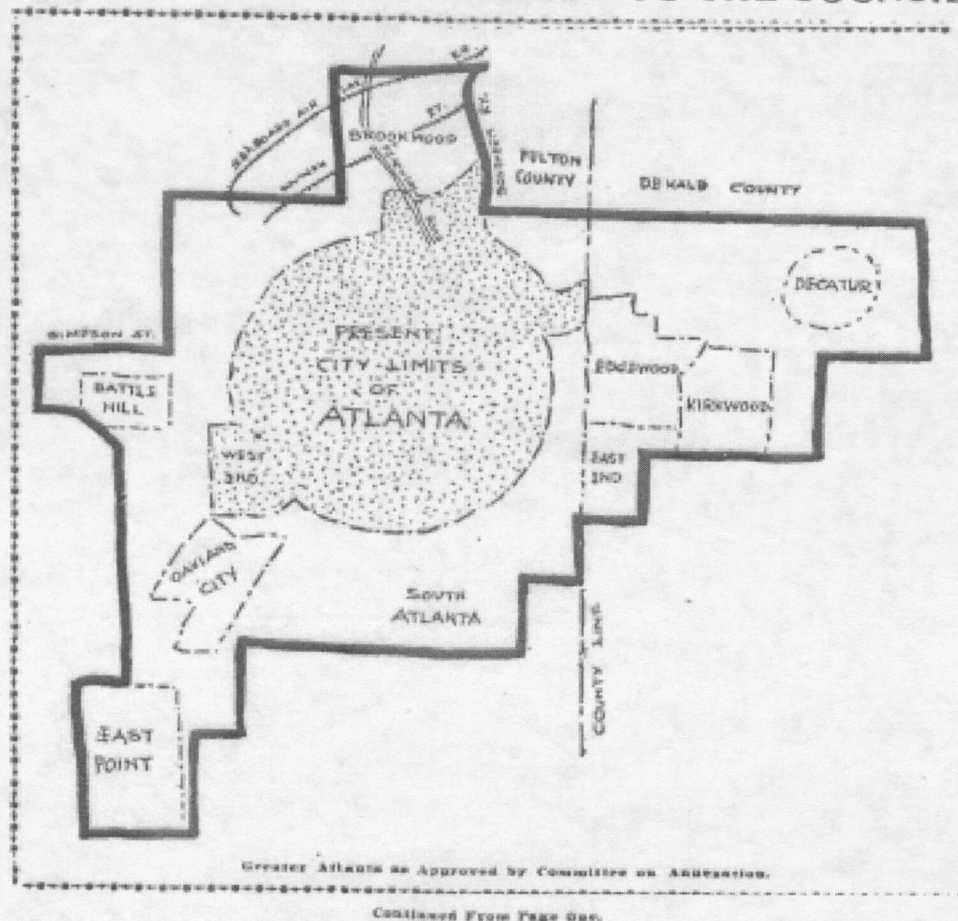
The turpentine barrel grew heavier each year, and each year the money grew shorter.

During several of the 38 years that he made his life on a 40-acre tract of land owned by a white lady in Rentz, he "half-cropped," providing his labor to match her deed, dividing with her the cost of seed and fertilizer and finally sharing the

Continued on Page 8, Column 1

Social Events & newspaper
Mostly working and middle class

**COMMITTEE ADOPTS ANNEXATION REPORT
AND ORDERS IT PASSED TO THE COUNCIL**



Annexation is Proposed ca.1910



Disputed in 1922, Law firm of King & Spalding hired

Why this project is important

- Document the past
- Preserve the past



Disasters





Man made destruction



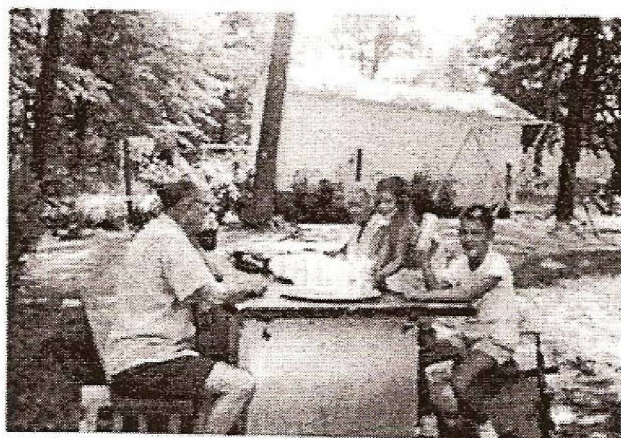
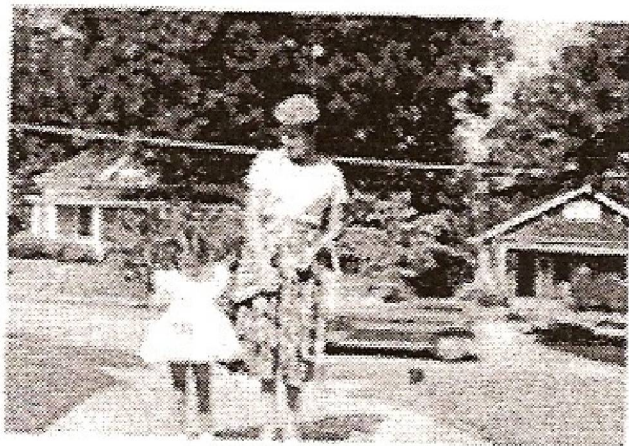
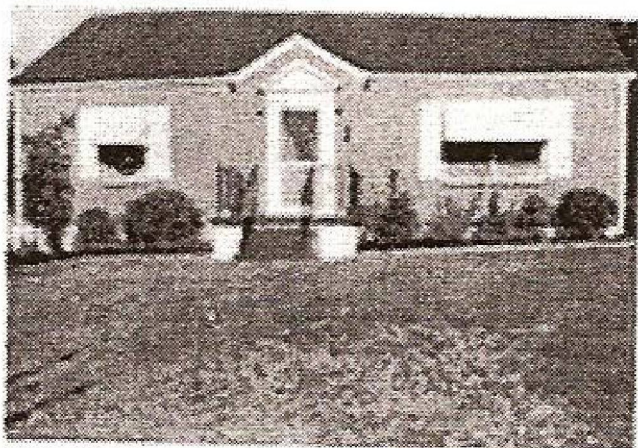
Bad remodeling



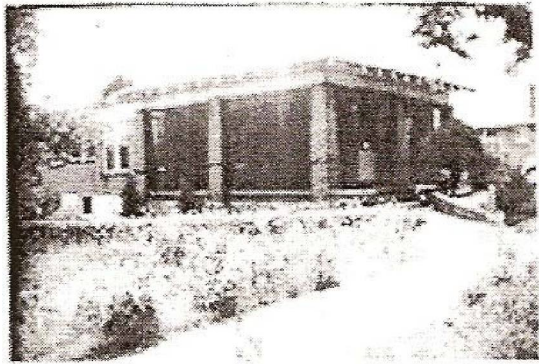
More bad remodeling

progress . . .

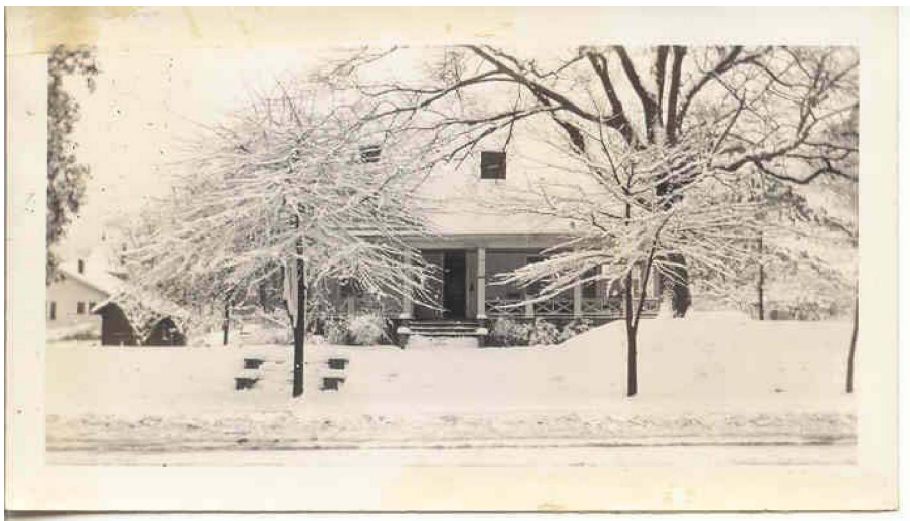




Addendum Document #2. 214 Howard Street, circa 1950. *Private Collection.*



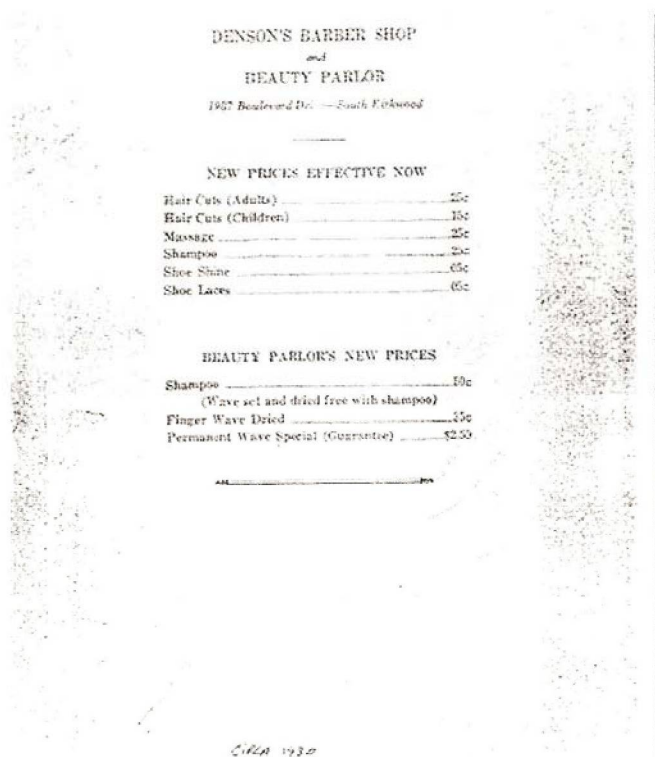
Addendum Document #3.
1926 Boulevard Drive, 1938. *Private Collection.*



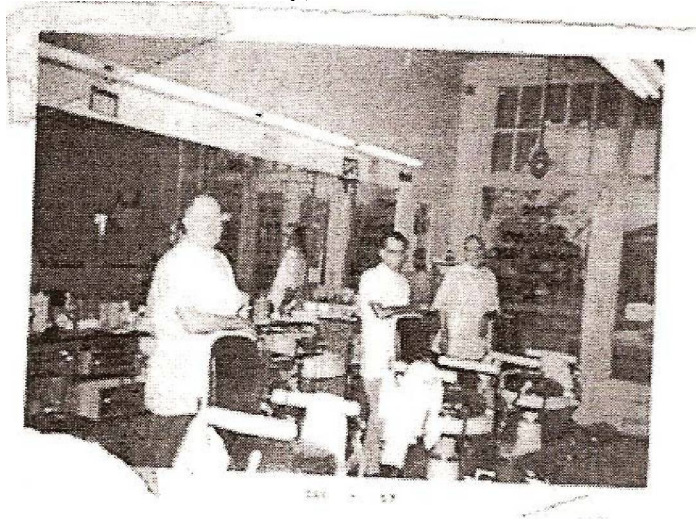
1926 Boulevard Drive, 1962. *Private Collection.*



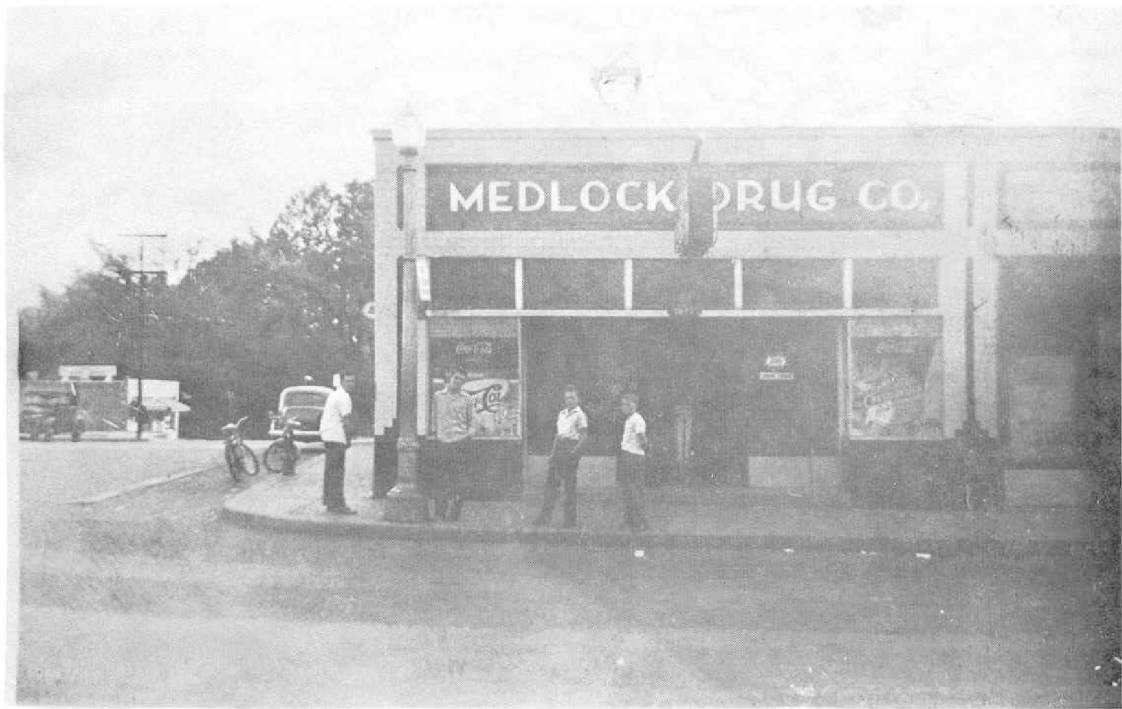
Addendum #4. Kirkwood Barber Shops. *Private Collections.*
Denson's Barber Shop, 1987 Boulevard Drive. Circa 1930.



Kirkwood Barber Shop, 2002 Boulevard Drive. 1953.



Addendum Material #5. Medlock Drug Company, 1977 Boulevard Drive. Circa 1950.



Addendum Document #6. Kirkwood Boy Scouts. Troop #46. 1938. *Private Collection.*



Addendum Document #7. Kirkwood ambulance, circa 1910. *Vanishing Georgia collection.*



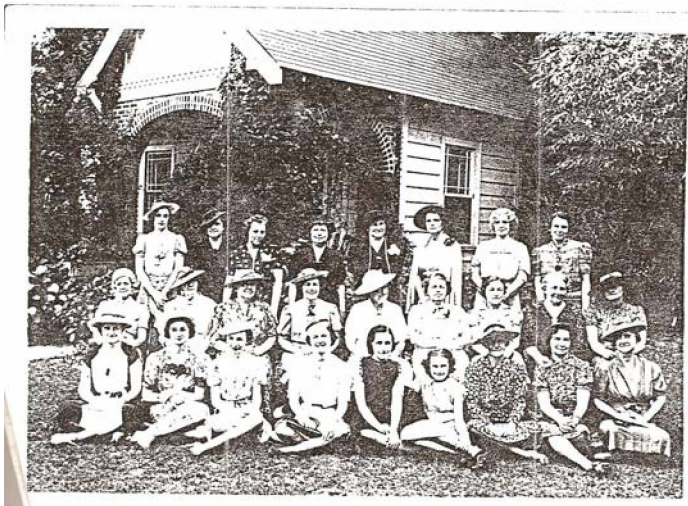
Addendum Document #8. Kirkwood Elementary School
School Play, 1931. *Atlanta Public Schools Archives.*



First Graders. Circa 1935. *Private Collection.*



Kirkwood School teachers. Late 1930s. *Private Collection.*



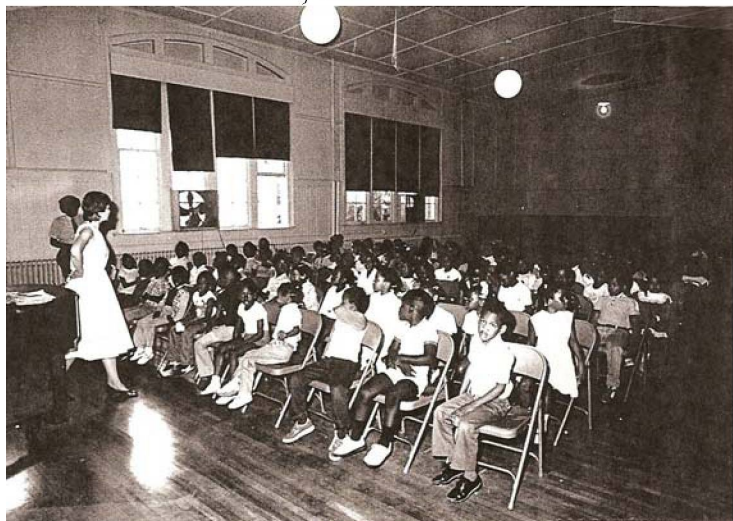
Kirkwood Kindergarten, 1952. *Atlanta Public Schools Archives.*

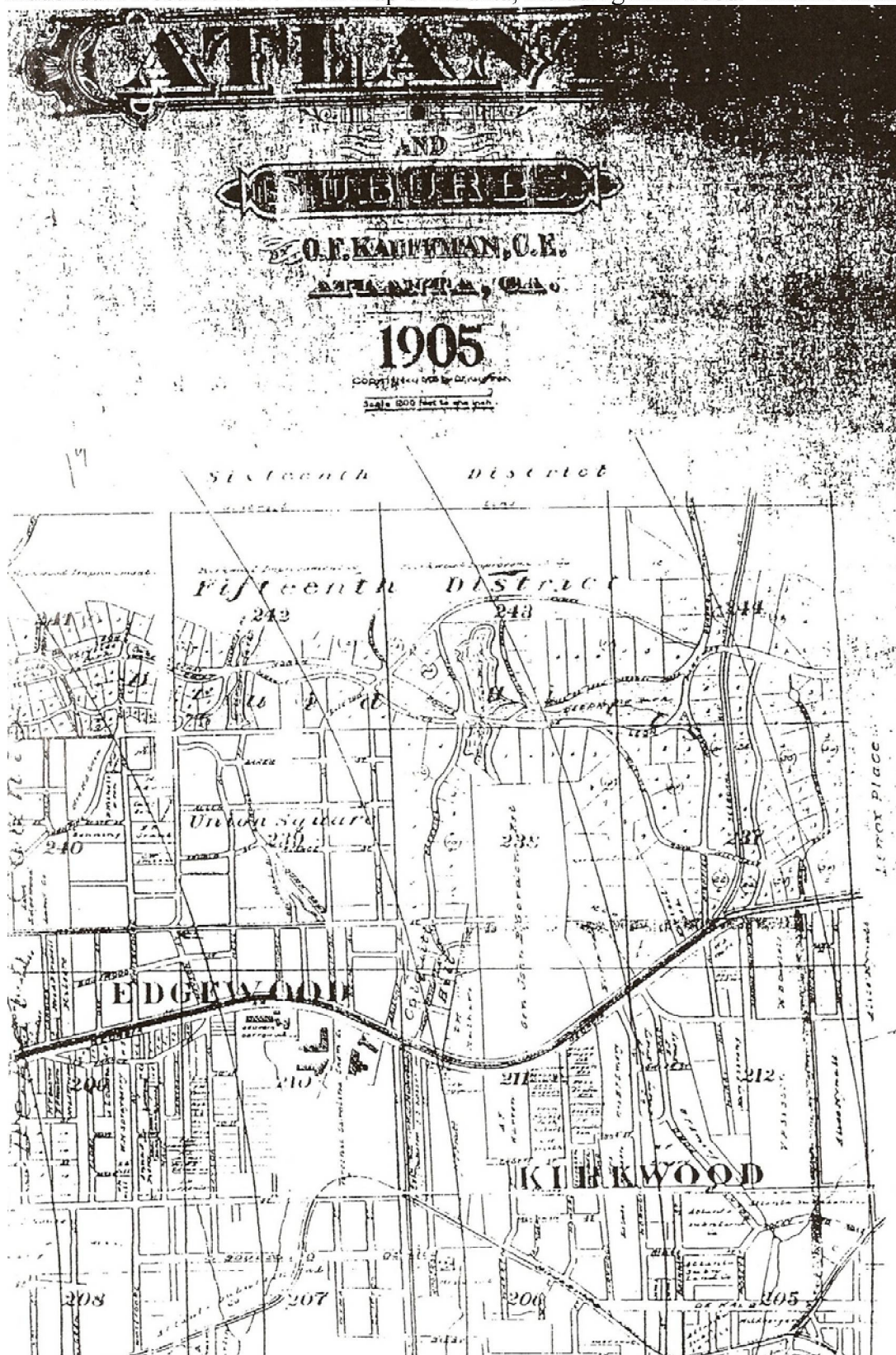


Kirkwood Kindergarten, 1952. *Atlanta Public Schools Archives.*



Kirkwood Music Class, 1984. *Atlanta Public Schools Archives.*





AUCTION SALE OF KIRKWOOD LOTS

16 of the choicest building lots in this beautiful suburb to be sold to the highest bidders, absolutely without reserve. Sale begins

SATURDAY, JUNE 20TH, 2:30 O'CLOCK P. M.

ONE-FOURTH CASH, BALANCE \$10 A MONTH

Without interest in balance notes payable on or before 5 per cent. discount on balance for cash

STEVE R. JOHNSON, Auctioneer

For further information, please call upon or write to

W. C. PORTER, 18 W. Mitchell St., Atlanta, Ga.

Bell Phone 2142

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2072. 2073. 2074. 2075. 2076. 2077. 2078. 2079. 2080. 2081. 2082. 2083. 2084. 2085. 2086. 2087. 2088. 2089. 2090. 2091. 2092. 2093. 2094. 2095. 2096. 2097. 2098. 2099. 2100. 2101. 2102. 2103. 2104. 2105. 2106. 2107. 2108. 2109. 2110. 2111. 2112. 2113. 2114. 2115. 2116. 2117. 2118. 2119. 2120. 2121. 2122. 2123. 2124. 2125. 2126. 2127. 2128. 2129. 2130. 2131. 2132. 2133. 2134. 2135. 2136. 2137. 2138. 2139. 2140. 2141. 2142. 2143. 2144. 2145. 2146. 2147. 2148. 2149. 2150. 2151. 2152. 2153. 2154. 2155. 2156. 2157. 2158. 2159. 2160. 2161. 2162. 2163. 2164. 2165. 2166. 2167. 2168. 2169. 2170. 2171. 2172. 2173. 2174. 2175. 2176. 2177. 2178. 2179. 2180. 2181. 2182. 2183. 2184. 2185. 2186. 2187. 2188. 2189. 2190. 2191. 2192. 2193. 2194. 2195. 2196. 2197. 2198. 2199. 2200. 2201. 2202. 2203. 2204. 2205. 2206. 2207. 2208. 2209. 2210. 2211. 2212. 2213. 2214. 2215. 2216. 2217. 2218. 2219. 2220. 2221. 2222. 2223. 2224. 2225. 2226. 2227. 2228. 2229. 2230. 2231. 2232. 2233. 2234. 2235. 2236. 2237. 2238. 2239. 2240. 2241. 2242. 2243. 2244. 2245. 2246. 2247. 2248. 2249. 2250. 2251. 2252. 2253. 2254. 2255. 2256. 2257. 2258. 2259. 2260. 2261. 2262. 2263. 2264. 2265. 2266. 2267. 2268. 2269. 2270. 2271. 2272. 2273. 2274. 2275. 2276. 2277. 2278. 2279. 2280. 2281. 2282. 2283. 2284. 2285. 2286. 2287. 2288. 2289. 2290. 2291. 2292. 2293. 2294. 2295. 2296. 2297. 2298. 2299. 2300. 2301. 2302. 2303. 2304. 2305. 2306. 2307. 2308. 2309. 2310. 2311. 2312. 2313. 2314. 2315. 2316. 2317. 2318. 2319. 2320. 2321. 2322. 2323. 2324. 2325. 2326. 2327. 2328. 2329. 2330. 2331. 2332. 2333. 2334. 2335. 2336. 2337. 2338. 2339. 2340. 2341. 2342. 2343. 2344. 2345. 2346. 2347. 2348. 2349. 2350. 2351. 2352. 2353. 2354. 2355. 2356. 2357. 2358. 2359. 2360. 2361. 2362. 2363. 2364. 2365. 2366. 2367. 2368. 2369. 2370. 2371. 2372. 2373. 2374. 2375. 2376. 2377. 2378. 2379. 2380. 2381. 2382. 2383. 2384. 2385. 2386. 2387. 2388. 2389. 2390. 2391. 2392. 2393. 2394. 2395. 2396. 2397. 2398. 2399. 2400. 2401. 2402. 2403. 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DEKALB NEW ERA.

KIRKWOOD, GEORGIA

PROGRESS AND PROSPERITY—CAUSES AND EFFECTS

By MRS. MARGARET SCOTT HALL.

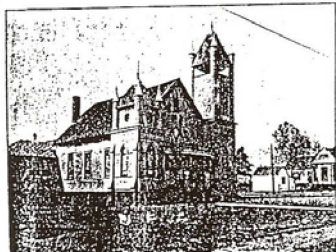
"Nothing succeeds like success." The beautiful town of Kirkwood is a material embodiment of results. An ideal residence section, rich in natural advantages, this is

achievement that has become the pride of this locality.

An ever increasing demand for modern comforts and luxuries necessitates a pro-

A few mass meetings were held and water bonds were voted for Kirkwood. Results are in evidence. We have an ample supply of water—the finest in the world—fur-

real moment has arrived for this particular locality to develop correspondingly its other beautiful environment and amazing growth of our exclusive sub-



Kirkwood Baptist Church.

the coming location for Atlanta's overflow investments. It is a fair field and the harvest is ripe for real estate speculations that will mean much for the mutual benefit of

portionate supply, and Kirkwood has been equal to every emergency.

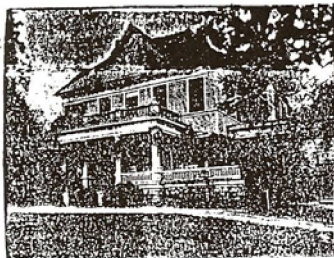
Our electric lights are a great success and give universal satisfaction in service

nished from a big well 400 feet deep, by regular city water works system operated under local municipal government. Sanitary conditions are the very best and give

Never in the history of this town have business men seen such stimulation heights over the prospect of any property improvement as now in the general dem-



Presbyterian Church, Kirkwood.



Residence at J. C. A. Deane, Kirkwood.

Kirkwood and the capitalist home seekers of Atlanta. Real estate men at home and abroad are not slow to recognize their opportunities and Kirkwood's development is assured.

Local civic leagues are doing great things for the general improvement, and nowhere is what is known as the Atlanta Spirit more pronounced than in this locality. The town is under the harmonious management of a mayor and council, city clerk and city marshal, all established citizens, enterprising, conscientious, and enthusiastic in their work for the town. With plenty of push for all that tends to progress, civic enterprises are flourishing as never before.

Election day, big strikes and even the circus may come and go in Atlanta, but here, only four miles away, local interests are uninterrupted in making and keeping this section the most desirable and attractive for homes of any part of DeKalb county, or in fact, any other suburb of Georgia's growing capital city.

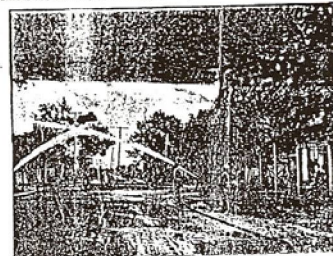
Churches, excellent school facilities, libraries and music circles, book clubs, "bridge" clubs, sewing societies, etc., from a social standpoint, tell their own story of refinement, Christianity and culture. So much for our high grade of citizenship.

Under the impetus of the great new movement so powerfully felt in our community, new improvement follows on after in rapid succession. One of the most desirable features of suburban life is a good school.

The building of a model school was the first consideration and is a prominent

Light and Power Company, cannot be improved upon.

After getting the town lighted, the next need taken up was the question of water.



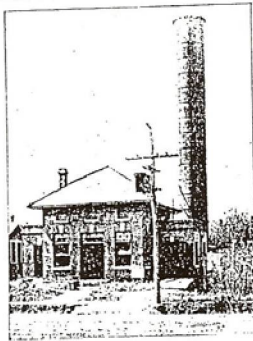
Kirkwood Fire Apparatus in Use.

added assurance of security for the health of the community.

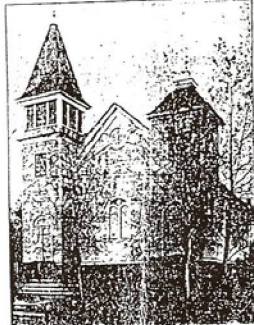
Lights and water being successfully acquired, the next best attainment will be good streets.

for better roads and sidewalks.

Especially the broad driveway plan for Boulevard-DeKalb is a subject in the hearts of property owners along prominent thoroughfare and adjacent



Municipal Building, Kirkwood.

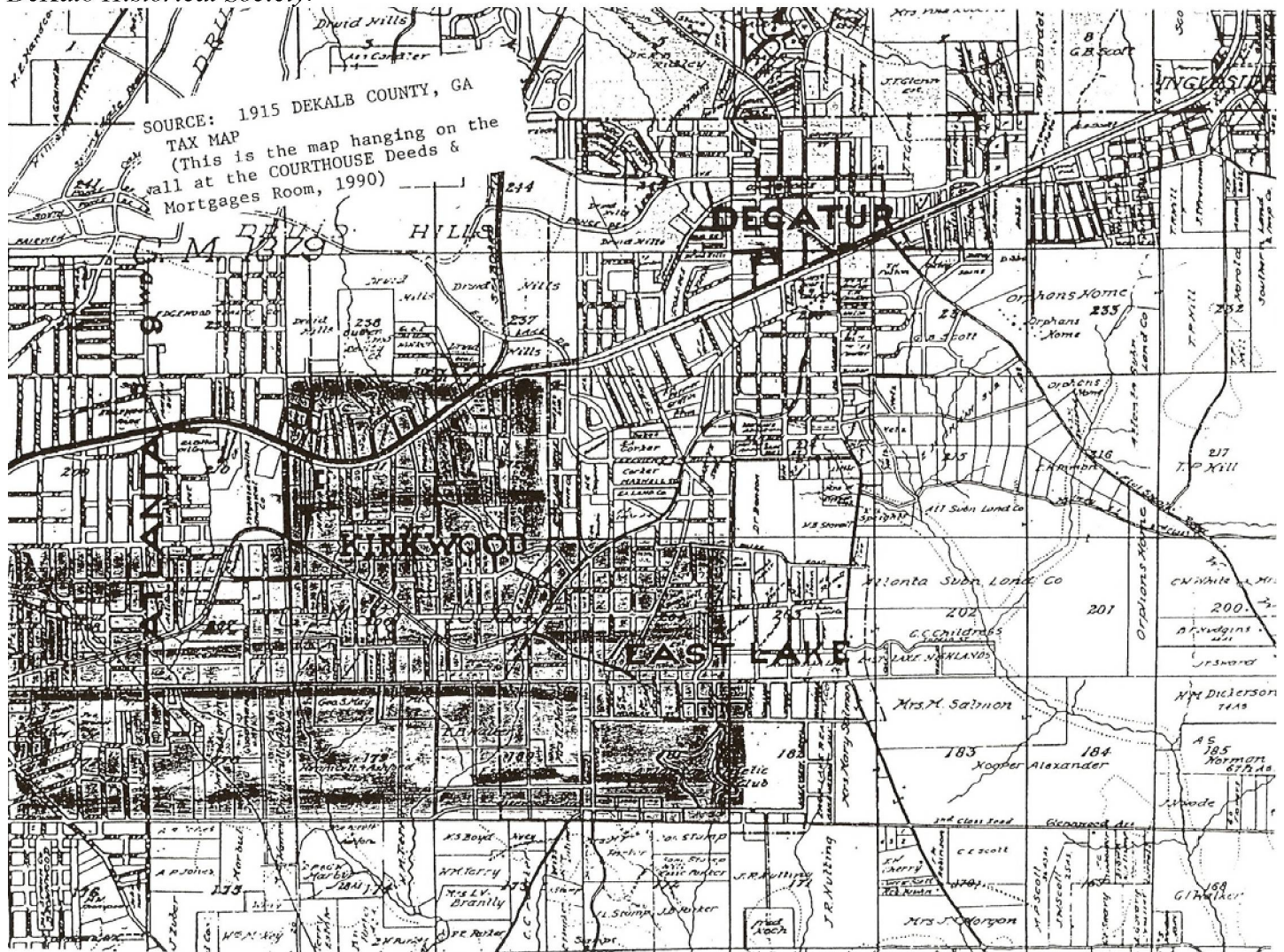


M. E. Church, Kirkwood.

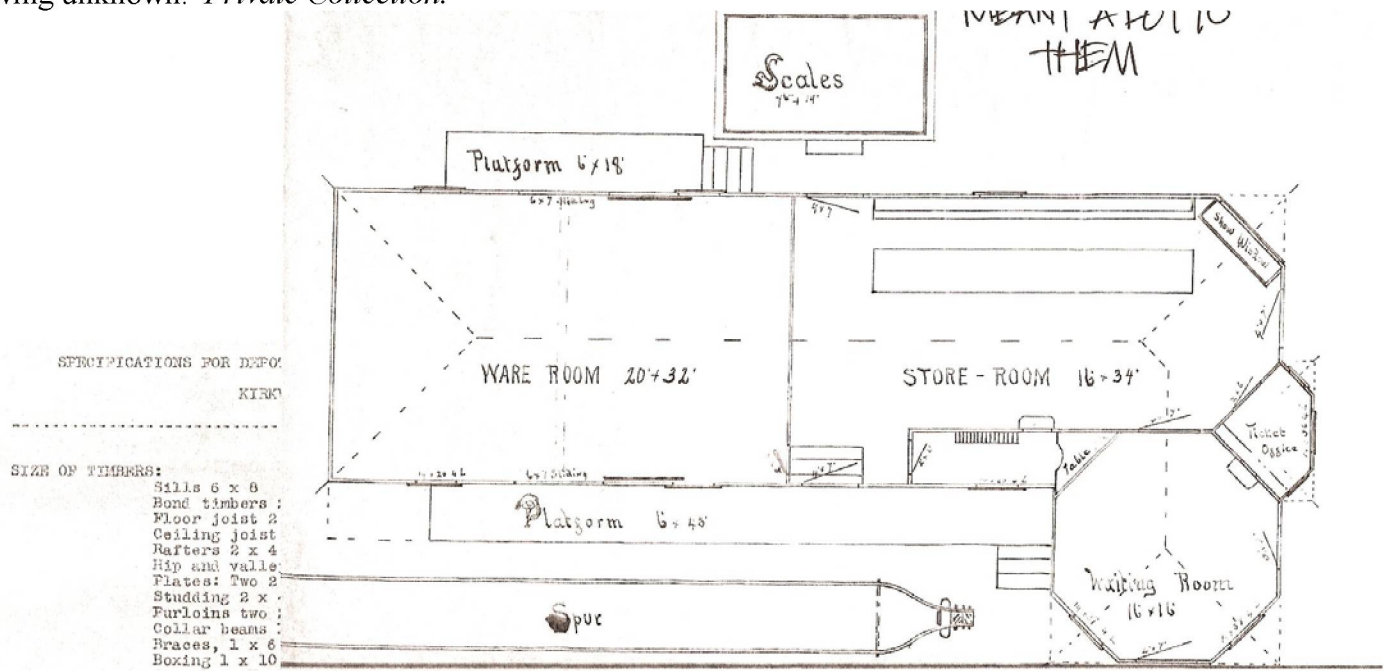
Now, the whole town is unanimously agreed on the one subject of improvement of Kirkwood's Boulevard-DeKalb. There is a time for all things, and the psychology

mounts. Beautiful homes equipped with electric lights and furnace in ready when the Boulevard and O. has gone by for washed out muddy

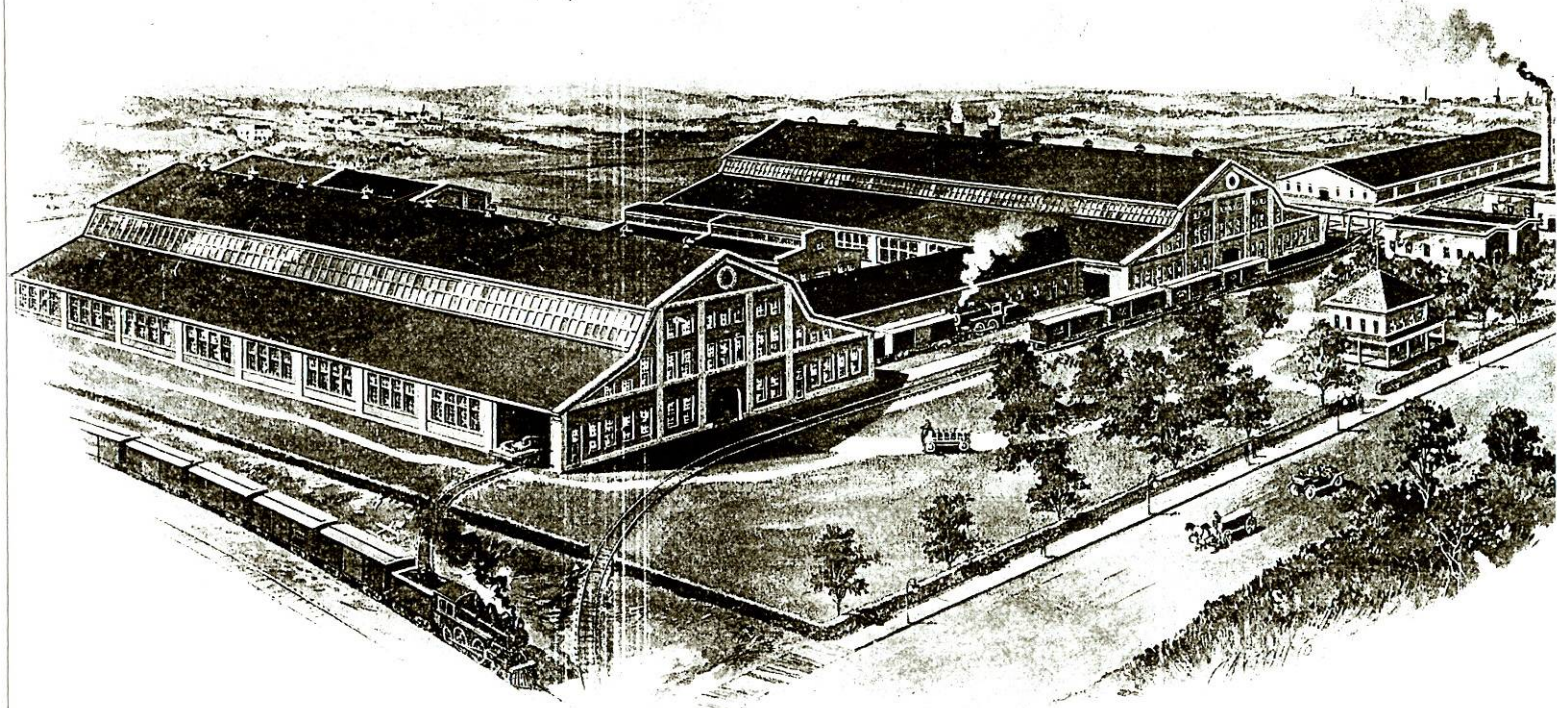
Addendum Document # 12. 1915 DeKalb County tax map; most of Kirkwood's major roads are in place.
DeKalb Historical Society.



Addendum Document #13. Proposed train depot design for Kirkwood stop. No depot was ever built; age of drawing unknown. *Private Collection.*



Addendum Document #14. Pratt-Pullman Yard sketch, circa 1910.



PRATT ENGINEERING & MACHINE COMPANY
KIRKWOOD SHOPS ATLANTA, GEORGIA

Addendum #15. "Recalling a Kirkwood Childhood" oral history. Take on April 6, 2004 by Kirkwood History Project with Lamar Feagans.

Kirkwood History Project

Interview of Lamar Feagans: *Recalling a Kirkwood Childhood*

Interview number: 16A

Interviewer: LR, RM

Transcription date: 04/06/2004

Transcribed by: AB

Reviewed and edited by: LF

Review date: 01/15/2005

Interviewer 1: Tell us your association with Kirkwood. How long since you lived here?

Lamar Feagans: In October, 1940, my parents were living at 176 Howard St., S.E. when I was born. About one year later they, and my maternal grandparents, purchased a house at 214 Howard St., S.E. Three years later my grandparents purchased a house and a vacant lot at 86 Howard St. In 1948 my parents built the current house located at 90 Howard St. I lived there until 1959 when I went in the service.

Int. 1: So you spent all of your childhood years in Kirkwood?

LF: Yes. That is correct.

Int. 1: You said that your grandparents were here first? Where did they come from and how long did they live in Kirkwood?

LF: My maternal grandfather grew up in Boaz, Alabama. He came to Carrollton, Georgia to attend barber school. While in Carrollton, he met and married my grandmother. When my mother was about six years of age, they moved from Carrollton to Kirkwood where my grandfather opened a barber and beauty salon. This was around 1926. My grandfather worked as a barber in Kirkwood his entire life until he retired in 1959. For many years, until his retirement, his barber shop was located at 2002 Boulevard Dr. (Hosea Williams Dr.). My grandmother operated a restaurant for about four years at 1996 Boulevard Dr. It was just a typical restaurant which was open for breakfast and lunch with home-cooked meals.

My paternal grandparents were from Gwinnett County, specifically the Dacula area. My grandfather was a farmer until 1920 when he and his family moved to Atlanta so he could work for Georgia Railway & Power Company later known as Georgia Power Company. He worked as a motorman (conductor) on street cars until his death on July 4, 1934. They had lived at several locations in Kirkwood and at the time of his death, they lived at 1714 Boulevard Dr., N.E. I'm sure the reason they lived here was the accessibility to work, as the street car used to run through Kirkwood on Boulevard Dr., which made transportation to and from work easier.

Int. 1 What were some of the stores located in Kirkwood in the 40's and 50's?

LF: Beginning at the corner of the existing buildings facing Boulevard, the first was Shea Diamond's grocery store; a good size grocery store; next was a hardware store, followed by Newman's Drug Store, then a restaurant from time to time. A bakery was next, followed by a barber shop. Freeman's meat market, with saw dust on the floor, was located next to the barber shop. We would stop there in the morning on the way to school and get some penny candy to eat in school; then Taylor's Dress Shop. On the corner after the dress shop was Mallory's Sinclair filling station; that is the corner of Kirkwood Road. Directly across the street was Mahaffee's bicycle shop and to the right was the post office. To the right of the post office and in the fork of Boulevard and Oakview Road was a service station. I believe it was a Shell station. Then continuing back down Boulevard was Johnson's Dry Cleaners. Next was an old metal building, I believe a Quonset Hut, with a dirt floor that was Ruffie's garage. Then a Pure Oil service station where the Amoco station is now. And finally, a Piggly Wiggly grocery store on the corner of Howard St. On the other side of Howard St. was Medlock's Drug store with a 5 & 10 cent store next and another bakery. The movie theatre was next, followed by an ice cream and milk store called Miss Georgia. They had delicious milk shakes called "spinning wheels" made in a large glass that was frosted. They were so cold it hurt your throat to eat them. Then there was Herb & Joe's Fruit Stand. They carried fresh produce and fire crackers for us kids. They were illegal but Herb and Joe kept them for us during holidays, Christmas, New Years, Fourth of July, etc. Next to Herb & Joe's was a little hole in the wall called the Hitching Post. They had the best hot dogs and hamburgers around. I spent a lot of after school days there waiting on time to deliver papers on my route. Next to the Hitching Post was another grocery store, a Big Apple. Further down the block on the corner of Doyal St. was Hall's Florist and across Doyal St. was an Amoco service station. Across Boulevard on the corner of North Howard St. was a Texaco service station. To the right of the Texaco was Dr. Crowley's office. I forgot to mention that upstairs where Shea Diamond's grocery store was located the local dentist, Dr. Warner, had his office.

So you see, we did not have to leave Kirkwood for anything. We had it all right there. My mother would take us kids to Atlanta at the end of summer to buy our school clothes, otherwise we didn't leave Kirkwood.

Interviewer 2: It was not uncommon at the time to have 4 or 5 service stations in one location?

LF: Not really. At that time, there wasn't a service station on every corner as there is today. Until the mid-fifties the nearest service station was either East Atlanta or Candler/Glenwood area. A service station/convenience store was unheard of. Their only business was taking care of your car. They pumped your gas, wiped the windshield, checked the air in your tires and checked the engine oil and water in the radiator. Plus, if my bicycle had a flat tire, I would take the tube to the filling station and they would patch it free. They did that for all the kids in the neighborhood. They knew all of us and called us by our name. That's one reason we didn't get into much trouble. Everyone knew who we were and who our parents were.

Int. 1: When did street cars run through Kirkwood?

LF: I would say that the street cars stopped running around 1947/48. They were replaced by the trackless trolleys. The Kirkwood line, coming from downtown, would enter Boulevard Drive at Warren St. and follow Boulevard into the center of Kirkwood. The line would then go down Oakview Rd. and cross Boulevard between Rockyford Rd. and Second Ave. and continue on to East Lake and then to Decatur. Occasionally a car would come through that ran all the way to Stone Mountain. The Stone Mountain car would leave the stop on Alabama Street downtown and would not stop until Kirkwood. From there it would go to East Lake where the tracks would split and the Stone Mountain car would stop in Decatur at the train station. From there it was straight to the mountain. There was a car barn at the mountain where the last car would stay overnight, ready for the return trip to Atlanta.

Int. 1: Do you have any memories of them.

LF: I vaguely remember riding to Stone Mountain once and a time or two to Atlanta.

Int. 2: What are some of your memories of the theater?

LF: I remember that we didn't have reclining stadium seats with cup holders. The movies were an every Saturday affair; always a cowboy picture with Roy Rogers, Lash LaRue, The Lone Ranger, Hopalong Cassidy or a host of others and of course, a cartoon. The Three Stooges were our favorites. Tom and Jerry were pretty good too. Capitola flour put tokens in their flour that could be used to get in the movies. I could never get mama to buy that brand. She always gave me the money to get in so I don't know why I wanted the tokens so much. My favorite candy at the movies was either Necco Wafers or Milk Duds. The film used to break at least once during the show and when I was sitting with my girlfriend I would use the opportunity to either hold her hand or put my arm around her. Sometimes I would steal a quick kiss.

Int. 2: Wasn't there another business district in Kirkwood on College Ave.?

LF: Yes, but much smaller. That area was called North Kirkwood. The Purina animal feed store was located there. They sold baby chickens and rabbits too. I believe more recently the Indigo Girls made a recording studio out of the old building. There was a grocery store, a hardware store, and behind the Purina store was the coal yard. Many homes used coal for heating. There was a small fruit stand in North Kirkwood too. I almost forgot there was an auto repair shop/ filling station across from the Purina store.

Int. 1: What do you consider to be Kirkwood? What were the boundaries?

LF: Beginning on the north side, there was College Ave. The east side was Rockyford Rd. On the south was Memorial Drive and Warren St. on the west. That was the general area where people lived that we went to school with. That was our Kirkwood for us.

Int. 1: What was school like?

LF: I attended Kirkwood Elementary from 1945 until 1953. It was such a great neighborhood school. I remember the heat for the school was provided by a large coal burning furnace. A time or two the custodian would allow some of us boys to come down to the basement to watch him shovel coal in the furnace. We thought that was the greatest thing in the world. There was an auditorium where one day every week a pastor from one of the local churches would come and speak to the pupils. The students participated in the program which I think helped me not be afraid to stand before a crowd and speak. In the fall, there would be a carnival with all kinds of games and ways to win prizes. It didn't cost anything. Everything was free. The PTA put that on for the kids. During the year we would sell "pullin' candy" to help raise money for some school project. It was a lot like salt water taffy. We would have paper sales where I always enjoyed working. A bunch of us boys would spend most of the day tying up loose papers using a cord that was impregnated with some type oil. I can still smell that oil and it brings back memories of those times.

In the 6th and 7th grade we could be on the safety patrol. That was before there were ladies working as guards for street crossing. We would be positioned at the four corners surrounding the school and at the main entrance to the school to help the smaller children cross the streets safely. Sometimes on Saturday, the Lowe's Grand theatre in downtown Atlanta would have free movies for the school safety patrols. Boy did we like that! When we were in the 7th grade the patrols were taken to Washington, D.C. We traveled on a train overnight up there and back. In retrospect, I have so much compassion for the chaperones that went with us. I can't imagine doing that. Just down the street from the school was where the library was located. I thought I was grown when I got my own library card. In 1999 when there was a tour of homes as part of the centennial celebration in Kirkwood, the old library was one of the homes on the tour. I really enjoyed going through it. Many memories came flooding back. Even the original book shelves are still being used. And of course, across the street from the library was the park. There was always a game of some sort going on there and you could just join in and have a good time.

I attended Murphy High School (Alonzo Crim now) from 1953 until 1958. People from East Lake and East Atlanta attended there, so many opportunities to meet and know people from other parts around Kirkwood existed. There was nothing unusual about my time there that stands out. Our graduation was held in the old Atlanta auditorium which is now part of Georgia State University in downtown Atlanta on Edgewood Ave. Also in the auditorium each year a circus was held. Ringling Bros. I think. And Saturday night all-night Gospel singing interspersed with wrestling matches.

Int. 1: What are some of the things that you remember doing for fun as a kid around here?

LF: We never lacked for things to keep us occupied. Across the street from where I lived at 90 Howard St. was a large wooded area, we called it the "big woods". We had BB guns and spent time shooting in the woods, playing fox and hounds (hide and seek), building forts and just generally having a good time.

At the end of Doyal St. off Boulevard Dr., there was a Boy Scout Hut. It belonged to troop 46. I was a member of troop 70 so we were always in competition. One night troop 46 was camping out in the woods behind their hut and three of us guys crept down through the woods at about 2 a.m. and threw fire crackers in the midst of their camp. Boy did that cause a commotion. The other two boys and I were camped out in their back yard, which is how we got out at 2 a.m., and after the fire works went off, we ran back to our tent and lay there laughing the rest of the night. It was even funnier when some of the people we knew that were camping there told about the “attack”. We had to bite our tongues to keep from busting out laughing.

On Bixby St., at the corner of Howard St., is where we roller skated all the time. It was a good place as Bixby was a dead end with very little traffic. There was this elderly lady that lived next to Bixby and it used to run her crazy for us to be skating out there. I’m sure we were very noisy, plus the noise of the metal skate wheels were enough to run anyone crazy. In retrospect, I’m sorry that we used to skate there all the time. I wish that I could tell her how sorry I am for causing her the distress.

My grandparents lived next door and the two lots were 365 feet deep. Our next door neighbor’s lot was also 365 feet deep. With these three lots together, we had a large area to play. One of our neighbors on Bixby Street rented a portion at the rear of our lots where he kept ponies. We always had a choice of 5 or 6 ponies to ride anytime we wanted. We never lacked for things to do to keep us entertained.

Int. 2: You mentioned the Methodist church. Where was it located?

LF: The original location was on North Howard Street, the first lot on the right. Sometime in the 1950’s they built a new sanctuary a short distance up Howard on the left. It currently is the Monumental AME Church. The chapel and educational building, located on the left side of the sanctuary, was built later. My wife and I were married in the chapel in 1962.

Int: 2 What do you know about the Presbyterian Church?

LF: I don’t remember too much about it. It was originally located on Howard just before you reached North Kirkwood. They later moved to a new location on the corner of Warren Street and Boulevard Drive.

Int:1 What kind of city services did you have?

LF: We had trash pick-up twice each week. The trash person would come to the back yard and empty your trash cans into a larger container and take it out to the truck. We didn’t have to put our trash container on the curb as we do now. Once a week a street sweeper would come through the neighborhood and clean the streets. You would know what day not to park on the street, but that generally didn’t happen as the streets are very narrow.

Int 2: What were the streets surfaced with?

LF: They were a concrete surface. In later years, especially on Boulevard Drive where they covered up the street car tracks, they used asphalt. Whenever major repairs or resurfacing was needed, it was asphalt that was used.

Int 2 I would have thought there would be pavers under the asphalt. On the corner of Trotti and Locust Street, where the asphalt was broken away, pavers were visible. Apparently there were pavers on one of the other of the streets.

Int 1: What were some of the major events that occurred while you were living here?

LF: I don't recall any event that you would call major occurring during my years in Kirkwood. During my early years and until I left to go in to the service in 1959, there was very little change. People did not move around like they do now. Buildings were not torn down to make a strip shopping mall. Doors were left unlocked while we went to church. The evening news only lasted 15-30 minutes as there wasn't anything bad to report. Life was slower and people more satisfied than today.

Int. 1: When did your family move from the Kirkwood area?

LF: It was either late 1961 or early 1962, I don't remember exactly. I lived with my grandmother at 86 Howard for about 4 months before I was released from the navy which was July 1, 1962. My parents were moved at that time.

Int 2: What was their reason for leaving?

LF: The area was changing racially. I guess you would call it "white flight". There were meetings where the talk was to hold tight and stop the influx of blacks at Woodbine Avenue where the street car tracks used to run. It was considered to be a good barrier. If everyone would sit tight everyone could keep their homes. But that didn't work. People started selling their houses without putting up a "for sale" sign. Then they would move at night. All of a sudden they were gone. A law was passed where you couldn't move at night. This was to try and stop the undercover home sale and run without anyone knowing it. The idea was to give everyone a fair notice who was selling their houses. My parents moved to a place off Tilson Road in Decatur. Just a few years later, they moved again to Covington. After that move, my father said, "I am not moving again. They will just have to come live next door."

Int 1: Did your grandparents move at the same time?

LF: No. My grandfather died in 1959. My grandmother went to live with her sister on First Avenue and rented her house out for a while, this was late 1962 until she died in October 1963. Then the house was sold.

Int 2: So you would walk to school?

LF: Yes, I walked to both grammar and high school. We didn't have school buses. I had a yellow "slicker" rain coat and rubber boots. We didn't think anything about walking in the rain. It was normal for us. It was about ½ mile to grammar school and at least 1 mile to high school.

Int 2: Did you carry your lunch or did you purchase a school lunch?

LF: In grammar school most of the time I would buy the school lunch. Occasionally I would take my lunch for a change. I also recall how each day the teacher took up "lunch money". This consisted of recording each student's name and the amount of money totaled up. The teacher had a metal Band-Aid box that she put the money in and then someone got to take it to the office. I liked doing that. Anything to get out of class. In high school I worked in the cafeteria every year and got a free lunch every day. I enjoyed working in the cafeteria. It counted as an activity credit plus it helped my parents by not having to pay for my lunch.

Int 1: While you don't have any family here now, you still seem to have a strong tie to the neighborhood even though it has changed so much. Why do you think that is?

LF: I believe that the time period has a lot to do with it. However, I do know people that are at least 20+ years older who feel much the same about growing up in Kirkwood. I might feel the same about East Atlanta, East Lake or many of the other neighborhoods around Atlanta during that time.

I would not trade my early years in Kirkwood for any place else. But your question is why? I guess it was the feeling of community where you knew most everyone and most everyone knew you. People spoke to each other and visited often. Many of the streets had sidewalks. In the evening, especially during warm weather, people would get out and walk. If you saw someone on their front porch you would likely stop and chat for a while. People were generally interested in their neighbors. I could go to any of the stores and know the person running it and they knew me. The way of life then would be very foreign to young people today. And that's sad because they don't know what they are missing.

Another thing that doesn't exist is paper routes. I had two different routes that covered portions of Boulevard, Kirkwood, Dunwoody, Ridgedale, Bates, Brannen, Warren, Doyle, Trotti and Bixby streets. This helped me to know the neighborhood as well as them knowing me. Plus it taught me work ethics.

Int 2: Did Kirkwood ever have newsboys standing on the corner yelling out "buy your newspaper here"?

LF: No, I never recall seeing that except in downtown Atlanta.

Int1: I am interested in knowing how you got connected back here after being gone for so many years?

LF: My brother and I were riding through the area one day. We saw a lady working in her yard and stopped to ask her some questions. Her name was Kay. I don't remember her last name. She told me about Sharman Egan and the KNO organization. I contacted Sharman, joined the KNO and started receiving their newsletter. I attended the centennial celebration in 1999. The highlight was going on the tour of homes. My favorite was the old library which had been converted into a private residence; a lot of memories there. The shelves that were used to store books were part of the décor.

As I mentioned, I feel that my life was shaped by Kirkwood and will always care about its state of being.

Int 1: Do you and your brother come by often just to see what's going on?

LF: Not so much as in the past 6 or 7 years. In the past, the area was too unsafe, in my opinion. Many positive changes have occurred and I don't feel threatened as I did before.

Int 2: I've heard that there is a group of older former Kirkwood residents that meet from time to time. What do they call themselves? Good Old Boys of Kirkwood?

LF: They are called Kirkwood Boys. I believe that they meet somewhere in Conyers. I'm not a member so I don't know exactly where. I can find out if you would like to know. There's also a group called the Kirkwood Girls.

Int 2: Maybe we could get them to meet here sometime.

LF: I'm sure you could. I will see what I can find out.

Int 1: Let's talk about your family's home. What was it like?

LF: It had 3 bedrooms, 1 bath (with 3 boys, 1 girl and 2 adults, how did we ever manage), living room (which we weren't allowed to use), dining room and kitchen. Shortly after we moved in, a family room was added to the kitchen. We never had any crowding problems.

A kind of funny story about the water heater; it was located in a hallway closet. One night it started leaking very bad and eventually woke my dad up. When he stepped out of bed, his feet hit warm water. After replacing the heater, he decided that he wanted to put the heater in the basement. Well, we didn't have a basement. We had a crawl space. He had my brother and me dig a hole about 6 foot square and 5 feet deep in that crawl space for him to relocate the water heater out of the house. I was by there the other day and the heater is still in that hole under the house.

When he bought a washing machine, which was the front loading type that is becoming popular now, he installed it in the garage, which was detached. It took so long for hot

water to get there from the house that the machine was full before any hot water got there. So, he found an old timey water tank and put a gas burner under it to heat the water. When washday rolled around, mama would have to go and light the burner under the tank to have hot water to wash clothes with. Water from the washer was drained to a location down in the back yard. The pipe that carried the water was old trolley poles from the trackless trolleys. It ran about 25 or 30 feet down in the backyard. He also used old trolley poles to make clothes line posts. They were very sturdy and lasted forever. He was always coming up with ideas for things around the house.

Int 1: What year did your parents build the house?

LF: 1948.

Int 2: Did you have a vegetable garden?

LF: My grandparents had a garden. And they had a lot of fruit trees.

Int 1: How long has your grandparent's house been around?

LF: I'm not sure how old it is.

Int 2: Do you remember any ghost stories about any homes in the area?

LF: Only one. The house was located on Bixby St. at the intersection of Eleanor St. It was a big, old, 2-story frame house that was always spooky. The people that lived there, which I didn't know, always seemed spooky. Probably a kid's imagination.

Int 2: We were talking earlier about Kirkwood Elementary school and I wonder if you knew that a movie was made in the building? It was called "Miss Ever's Boys".

LF: No. I was not aware that took place. That's interesting. I will have to see if I can find it.

Int. 2: There were a lot of old cars in the neighborhood for the filming. Some restored very nice and some were in bad shape.

LF: That reminds me. Going from the school towards Norwood Avenue, the last house on the right belonged to the Protsman family. Mr. Protsman collected and restored old cars. I believe that his collection is now on display at Stone Mountain Park. Speaking of Stone Mountain, we used to go out there and watch the Klu Klux Klan have meetings and burn crosses. That was spooky. Needless to say, we didn't get too close to the activities. A lawyer in Decatur named Veneble owned the mountain and a lot of the land around it. He was one of the leaders in the Klan. There was a chain gang camp at the mountain too. The prisoners would work, literally busting up granite into small rocks. That was a time you didn't want to be in prison. You don't want to be in prison anytime, but especially then. The prison system was nothing like it is now.

Int 2: Sounds like you want to roll the calendar back.

LF: Yes! I think most of us would like to do that for a while anyway. I wouldn't change anything about my years in Kirkwood. I would just enjoy it again.

Addendum Document # 16. Interview with Jo Anne Cash by Nicole Mullen with the Kirkwood District National Register Nomination project on April 18, 2007. *Private Collection.*

Interview with Jo Anne Cash, a former resident of Kirkwood in the 1940s to the early 1960s (presently residing in South Carolina)
Telephone Interview Conducted by Nicole Mullen 4/18/07

NM: How long did you live in Kirkwood? When did your parents first move to Kirkwood?

JC: Mother and daddy married in '35. Mother was working at the five and ten right next door to Shea Diamond; that's how they met. They lived on Rockyford in a furnished apartment. Then they moved to Ridgedale, where they rented. Then they moved to Rogers Street and then to 179 Howard Street when mother became pregnant. We lived there through all the war years. Dad left Shea Diamond and went to work for the Atlanta Fire Department. He was considered a civil servant so he never served overseas in the War. I remember living in that house until 1946; the Lyon's lived next door. Mrs. Young owned the house; she lived there with her son. We rented three rooms on the right. There was a small screen porch on the back and a separate garage in the driveway. Daddy had an old ford; he kept it in that garage.

NM: So it was a duplex that you lived in?

JC: Yes, we moved there when I was six or seven. Mrs. Young would invite mother over for dinner since Daddy sometimes worked long shifts and we also used her phone. Then we moved to 105 Howard Street, which was owned by Dr. Bridges. That house was divided into three apartments; we had the upstairs. There was a living room, a large hall, two bedrooms, a bathroom with a claw foot tub, and a kitchen off to left. My uncle (my mother's brother) lived with us when he came out of the service; he went to Georgia Tech. His bedroom was to the right of the kitchen. There was a large screen porch across the back; it was three stories off the ground.

NM: What was the streetscape like when you lived there?

JC: On 179 Howard Street, I will always remember that; it's really a very narrow street. It was tree lined, in between the sidewalk and the street; there were crape myrtles and dogwoods. People kept up their yards. When we moved to 105 Howard this changed. Most of the yards had steep banks and all the planting were in the yards. After the war years, from '45 until '52 we lived there.

We all skated on Bixby Street because it had a huge hill. It drove the neighbors crazy!

After '52 mother and daddy bought a house on Mellrich, at the end of Delano right on the fringe of Kirkwood. They lived there until '63. It was a small brick house at 122 Mellrich.

Everybody had party lines then, we didn't get a single line until a few years after we moved there. Sometimes there could be several on a party line but we were lucky, we only shared the line with one other residence.

NM: What church did you attend?

JC: We went to Kirkwood Baptist Church. A new church on Boulevard Drive was built in the early 50's. The old Kirkwood Baptist was on North Howard on the left going toward North Kirkwood. It was about halfway to North Kirkwood. The Methodist Church was on the same side closer to Kirkwood. The Church of Christ and the Presbyterian Church were on the right just out of Kirkwood.

NM: What do you consider to be Kirkwood? What were the boundaries?

JC: I always felt like the boundaries of Kirkwood were Warren Street (west), N. Kirkwood (north), Rockyford, or maybe as far up the hill to the trolley lines on Boulevard Drive (east) and Memorial Drive (south).

NM: What were some of the restaurants, shops, and stores when you lived in the area? What do you remember about them?

JC: There was Medlock's, a 5 & 10, and there was the theater. There was a Hitching Post, a fruit market, and a Big Apple, right in Kirkwood. The Big Apple was a grocery store. Next to it was a small white church, either Episcopal or Lutheran. The Hitching Post was the local hamburger joint. Behind the fruit stand on the same side of the street was the house my daddy's family lived in for a short time in the late '30s early and '40s. They were all on the same side as the theater.

We went to the theater every Saturday, every time we could go. I went to the theater by myself too; it was a quarter. Then it cost fifty cents and we just thought that was tragic at twelve years old. We bought popcorn and candy just as you went in. The bathrooms had these plush velvet banquet type seats and vanities. Of course it was a tiny theater, but it didn't seem that way to us. We went to the theater downtown a lot too, to the Fox.

I went to the Five and Ten a lot. There was the Piggy Wiggly that later became the Kroger Store. Early in the '40s, right behind the Wheeler Service Station, that's where Dr. Crowley had his office. He eventually closed his office and went into his home on North Howard. There was also a dry cleaner, Mr. Titshaw's Service Station, which I think was a Shell Station. Upstairs over the post office there was a toy shop. On the North side of Boulevard going east was Diamond's and the 5 & 10, which became a hardware early in the '40s. The Idoves owned the 5 & 10 but lived down town in Atlanta. There was a barber shop, Newman's Pharmacy, at one time a restaurant, Freeman's, Taylor's, and the Sinclair on the corner. I bought candy at Freeman's every afternoon.

We walked to school everyday and everywhere we went around Kirkwood. We didn't have the car for awhile after the war, maybe 'till '49. During that time, daddy rode the street car and the bus because he had quite a trip to West End; he was stationed at #7's.

NM: Do you recall when they began to build new construction in the area after the War?

JC: After the War, they started to build post-war houses. They were small houses and people were thrilled to have a place to live; they filled up quickly. Mother and daddy loved to ride around the neighborhoods and look at them. I remember those war years you couldn't get sugar, gasoline, or shoes, but then, people didn't mind giving those things up. It wasn't the attitude people have today. I remember going to Mobile during the War and there was actually a sugar bowl on the table at a restaurant where we stopped. We couldn't believe it!

NM: Do you remember what businesses were located along College Avenue?

JC: There were businesses on both sides of the railroad. We shopped at the store on the right side of North Howard before the rail road. I don't remember if it was a grocery store or fruit stand. There was also a big ice house on the left before you crossed the railroad. I can remember the ice wagon when we moved to 105 Howard. That was in '45 or '46; it didn't last very long. It was a dying thing, but I remember daddy buying blocks of ice.

NM: When did streetcars run through Kirkwood?

JC: The streetcars are my first remembrance of Kirkwood. They were a mustard color; you could get on either end. The car didn't actually turn around. We took the streetcar into downtown Atlanta. My mother was very active in church, school, the garden club, and Firefighters Ladies Auxiliary. Sometime in the late '40s the streetcars went out of service and the buses came in.

NM: What was school like? What grade schools and high schools did you attend?

JC: I went to Kirkwood Grammar School all the way from kindergarten to seventh grade. I graduated from Murphy High School. Those were good years; Kirkwood was a good place. It was non-threatening; it was a great place to grow up. I had a great childhood, everybody knew everybody.

NM: What are some of the things that you remember doing for fun in the neighborhood? What are some of your fondest memories of the neighborhood?

JC: Most get-togethers were at church or school. We had a carnival every year at Kirkwood Elementary. We watched the inauguration of Eisenhower at school. A TV was brought to the school; now that was an event! We went to a lot of Fire Department events too. There was always something. In high school there was football, dances, and basketball games. I went to school with all my closest friends. At Murphy there were students from other neighborhoods. I still see a lot of these people today.

NM: What are some of the changes you witnessed in the neighborhood over the years? What were some of the major events that occurred while you were living in Kirkwood? What were the 1950s like?

JC: Right after the war it was hard to find places to live, with all of the troops returning things were very tight. Until the late '40s or early '50s when the post war boom started it was hard to find housing. By the mid '50s everything had begun to level out.

JC: People were stable in the '50s. People were making money; they could buy cars and take trips. We went on vacation every year. In high school we went to the Atlanta Symphony at the Atlanta Auditorium, now Georgia State. They were not really building in Kirkwood in the '50s, but moving out from Kirkwood into East Lake and Decatur. There were new homes going up in those areas. In Kirkwood, if there was an undeveloped lot, maybe they would build a house.

I remember the little library across from the park. I didn't go in the park unless there was an activity. Mother didn't like me going there myself, but we were all over Kirkwood! There wasn't a street we didn't roam on; we were everywhere. In high school I could ride the bus to school but I liked to walk because it was more of a social activity. I walked with my friends. We walked through people's yards and over fences to get to school; it was great fun.

NM: Do you remember when white flight occurred in the neighborhood? Do you remember how early block-busting began in the neighborhood?

JC: Murphy never integrated while I was in school. I graduated in '58. I think the school integrated in '61 so that was never an issue for me. I married in '61 at the Kirkwood Baptist Church and moved to Florida for two and a half years. At that point in time the neighborhood began to change and mother and daddy moved. They bought a home in the Belvedere area in '63 or '64. My husband and I moved back in '63 but we did not move back to Kirkwood.

NM: Did you parents ever talk to you about why they were moving or what was happening in the neighborhood?

JC: I don't remember too much about it. Mother and daddy probably would have moved anyway. They wouldn't have stayed in an unstable neighborhood. They built a larger home in the Belvedere/Decatur area. Ranches were a step up from the small post war houses. They sprung up in the '60s—it was the ranch house extravaganza—the boom. Then, mother and daddy eventually moved to Lake Lanier.

NM: Is there anything else you would like to add?

JC: The kids I played with, the fun we had, it was just an open community. We all played together in everybody's yard. It was a great place to grow up; it's not like that today.

Addendum Document #17. 1918 – 1957 commercial business listings, compiled by Kirkwood District National Register Nomination team, spring 2007.

Boulevard Drive	
Year: 1918	
7	LW Rogers Grocery Co.
11	JM Grocers
17-19	Kirkwood Pharmacy
Year: 1927	
1998	Kirkwood Hardware
2006	Southern Grocery Store Inc.
2008	Kirkwood Market
Year: 1931	
1979	Piggily Wiggly
1981	A&P Tea Co. Gros.
1983	Broyle SRA Jr. & Co. Gros
1996	Powell's Pharmacy
19961/2	Carruth, Fred W. Dentist
1997	Kirkwood Garage
2002	Daniel, John P., Barber
2004	Freeman Henry T. Meats
2005	Medlock Drug Co
2006	Eastwood USPS
2008	Kirwood Market
2011	Titshaw Service Station
2021	Sinclair Gas Station
Year: 1936	
1979	Piggily Wiggly
1981	A&P Tea Co. Gros.
1983	Broyle SRA Jr. & Co. Gros
1985	Sutton Walter Shoe Repair
1987	Denson, John, Barber
1991	Hobby, A Worth; Crowley, Jos B., Physcians
1992	Diamond Shea Groc.
1994	Chain Five and Ten Cent Store
1995	McKern Service Station
1996	Newman Pharmacy Inc.
19961/2	Petite Wave Shop & Warner Wmh., Dentist
1997	Rufty's Garagae
1998	Roger's Stores Groc.
2002	Daniel, John P., Barber
2004	Freeman Henry T. Meats
2006	Simpson Clyne Groc.
2008	Kirkwood Market Meats
2009	East Side Cleaners
2011	Eastwood USPS
2012	Mallory Super Service Filling Station
2019	Titshaw Service Station
Year: 1941	
1911	Riggins, Thomas, Photographer

1953	St. Timothy's Episcopal Church
1969	Kirkwood Theater
19691/2	GA Milk Producers
1971	Barrington Beauty Salon
1973	Wells Five & Ten Cent Store
1975	A&P Food Stores
1977	Medlock Drug Co.
1979-81	Piggly Wiggly
1985	Jackson Wm D. Shoe Repair
1987	Denson Barber Shop & Beauty Salon
1989	Kirkwood Radio Service
1990	Taylor Ruby, L Mrs., Women's Furngs.
1991	Hobby, A. Crowley, Josh. Physcians
1992	Diamond Shea Groc.
1994	Kirkwood Hardware
1995	McKern Service Station
1996	Newman Pharmacy Inc.
19961/2	Petite Wave Shop & Warner Wmh., Dentist
1997	Rufty's Gargae
2000	Hulsey's Bakeshop
2002	Daniel, John P., Barber
2004	Freeman Henry Meats
2005	Titshaw Service Station
2008	Kirkwood Market
2011	Eastwood USPS
2015	Bowen Beauty Salon
20151/2	Masonic Temple
Year: 1947	
1953	St. Timothy's Episcopal Church
1963	GA Milk Producers / Suburban Fruit & Produce
1965	Kirkwood Theater
1967	Kirkwood Jewelry
1971	Hall, Wayne Florist
1973	Weil's Ten Cent Store
1975	Stop and Shop Market
1977	Medlock Drug
1979-81	Piggly Wiggly
1992	Diamond Shea Groc.
1994	Kirkwood Hardware
1995	Kirkwood Service Station
1996	Newman Pharmacy Inc.
19961/2	Hudosn, Lowie: General Contractor
19961/2	Lawyer, Dentist, Real Estate Agent also here
1997	Rufty's Garage
1998	Kirkwood Rstr
2000	Hulsey's Bakeshop
2002	Daniel, John P., Barber
2004	Freeman, Henry T. Groc.
2005	Sim's Texaco
2006	Women's Furn. Taylor Shop
2010	Kirkwood Market Meats

2011	Eastwood USPS
2012	Dorothy's Beauty Shop
20151/2	Masonic Temple
2019	Kirkwood Cycle Shop/ Majestic Fruit Market Groc.
2019	Titshaw Repair
Year: 1953	
1947	Hall's Flower Shop
1953	St. Timothy's Episcopal Church
1961	Hitching Post Rstr.
1963	GA Milk Producers / Herb & Joe Fruit Stand
1965	Kirkwood Theater
1967	McCullough Barber
1971	Chapman's Bakery
1973	Richard's Five & Ten
1975	S&S TV Service
1977	Medlock Drug
1979-81	Kroger Co. Groc.
1984	Kirkwood Car for Hire
1991	Hobby, A. Crowley, Josh., Physcians
1992	Diamond's Grocery Store
1994	Kirkwood Hardware
1995	Kirkwood Service Station
1996	Newman Pharmacy Inc.
19961/2	Warner, Wmh., Dentist
19961/2	Welsh Dance Studio
1997	White Front Garage
1998	Kirkwood Rstr
2000	Kirkwood Appliance
2002	Barrow's Barber Shop
2004	Freeman's Grocery
2005	Texaco
2008	Kirkwood Grocery
2011	Eastwood USPS
2012	Mallory Super Service Station
2015	Kirkwood Beauty Shop / Service Station Cleaners
20151/2	Kirkwood Toyland
2019	Kirkwood Cycle Shop
2019	Titshaw Repair
2025	Masonic Temple
Year: 1957	
1615	Woodbine Ave. Barber Shop
1617	Woodbine Ave Pharmacy
1619	Jeff's Self Service
1895	Kirkwood Prebestrian Church
1939	Kirkwood Amoco Gas Station
1947	Hall's Flower Shop
1953	St. Timothy's Episcopal Church
1961	Hitching Post Rstr
1963	GA Milk Producers / Herb & Joe Fruit Stand
1965	Kirkwood Theater

1966	Texaco
1967	Ridgeway Barber
1971	Chapman's Bakery
1973	Richard's Five & Ten
1977	Medlock Drug
1980	Jenkin's Sign Printing
1984	Kirkwood Car for Hire
1992	Diamond's Grocery Store
1994	Kirkwood Hardware
1995	Wheel's Brother Service Station
1996	Newman Pharmacy Inc.
1997	White Front Garage
2002	Barrow's Barber Shop
2004	Freemans Grocery
2005	Mosely Service Sation
2006	Women's Furn. Taylor Shop
2008	Butler Watch Repair
2019	Kirkwood Cycle Shop
2011	Eastwood USPS
2019	Kirkwood Cycle Shop
2025	Masonic Temple
2033	Tammer's Beauty Center & Barbershop

Addendum Document #18. Pratt-Pullman Yard plat map, circa 1900. *DeKalb County Courthouse*.

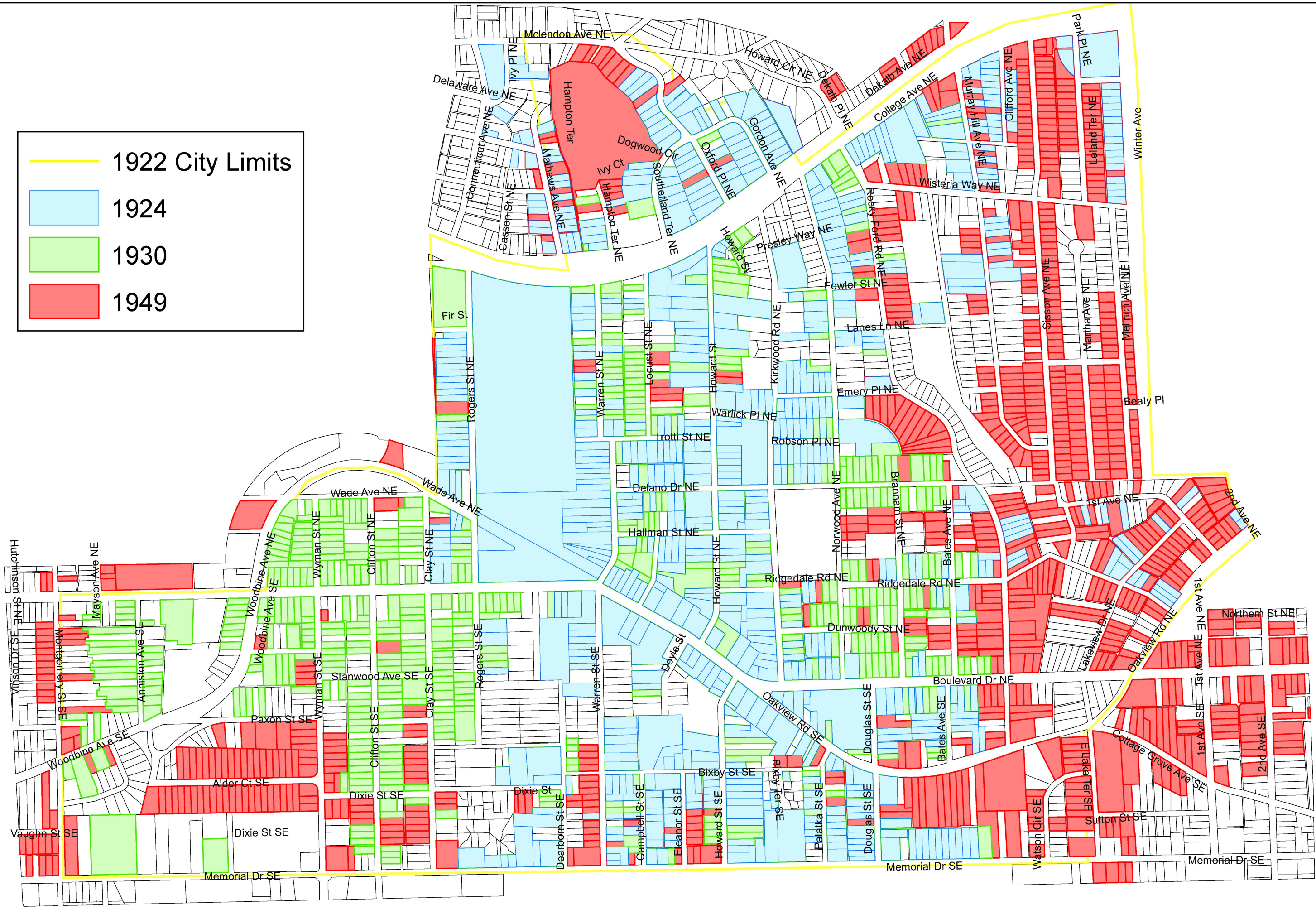
Addendum Document #19. 1869 – 1949 neighborhood growth pattern map, produced by Matt Tankersley in conjunction with the Kirkwood District National Register Nomination, spring 2007.

1922 City Limits

1924

1930

1949



Addendum Documents #20 – 31 are a variety of articles that appeared in The Constitution from 1869 – 1929. They offer a glimpse into the culture of the Kirkwood neighborhood and a way to see its people more clearly in their day-to-day lives. *Atlanta Journal-Constitution*.

Addendum Document #32. This is spreadsheet containing information (address, plat number, year built, and zoning) for 2,809 properties in the Kirkwood area. *Private Collection.*